The Hong Kong Daily Press

No. 3374 第八千三百七十二號 光緒十年九月初三日 HONGKONG, TUESDAY, OCTOBER 21st, 1884. 香港英文日報 第一十二號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

October 19, WILL O' THE WISP, British str., 166, F. Owston, Haiphong 15th October, General.—PUSTAU & Co.

October 20, MARY AUSTIN, British steamer, 140, Mooney, Whampoa 20th October, General.—CAPTAIN.

October 20, MEDUSA, Austro-Hungarian str., 1,776, Ragusin, Trieste 1st September, and Singapore 14th October, General.—MELCHERS & Co.

October 20, CHINTUNG, American steamer, 894, Winsor, Newchwang 13th October, Beans.—RUSSELL & Co.

October 20, CHEANG HOCK KIAN, British str., 956, F. Webb, Penang 8th October, and Singapore 13th, General.—BIN SIN CHAN.

October 20, CHATEAU RENAUD, French corv., Boulineau, Kaelung 18th October.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 20TH OCTOBER.

Crusader, British str., for Saigon.
Celebes, Dutch str., for Amoy.
Telemachus, British str., for Singapore.

DEPARTURES.

October 19, PEIHO, French str., for Yokohama.
October 20, HOILOW, British str., for Shanghai.
October 20, ALBATROS, Austrian gunboat, for Singapore.
October 20, KWANGTUNG, British str., for East Coast.
October 20, ANTON, German str., for Hoilow.
October 20, FOOKSANG, British steamer, for Whampoa.
October 20, YANGTSZE, British steamer, for Whampoa.
October 20, CELEBES, Dutch str., for Amoy.
October 20, TELEMACHUS, British steamer, for London.

PASSENGERS.

ARRIVED.

Per *Cheang Hock Kian*, str., from Penang &c.—508 Chinese.

Per *Medusa*, str., from Trieste.—Messrs. Wallison, Evesh, Robert, King, Smith, Brown, Harris, Bahr, Spank, Henning, Tsheng, Lay, Plang, Tschang, Yang, Tang, and Pang. From Penang.—152 Chinese. From Singapore.—Messrs. Gould and Bentanin, a European lady and 150 Chinese.

REPORTS.

The British steamer *Will-o'-the-Wisp* reports left Haiphong on the 15th inst., and had strong N.E. monsoon with heavy S.E. dull weather throughout.

The American steamer *Chintung* reports left Newchwang on the 13th inst., and had moderate N.N.E. and N.W. breezes throughout with smooth sea.

The British steamer *C. H. Kian* reports left Penang on the 8th inst., and Singapore 13th: first part variable winds and fine weather to 12 N.; from thence to port N.E. winds, fresh and fine weather.

SHANGHAI SHIPPING.

October— ARRIVALS.

6, Poochi, American str., from Swatow.
6, Wuchang, British str., from Tientsin.
6, Fuh Wo, British str., from Hankow.
6, Activ, Danish str., from Hankow.
6, Omega, British bark, from Kuchinotzu.
6, Hiroshima Maru, Jap. str., from Japan.
7, Wenchow, British str., from Chefoo.
7, Kiang-teen, American str., from Ningpo.
7, Kiang-foo, Amr. str., from Hankow.
7, Pautah, American str., from Tientsin.
7, Ningpo, British str., from Hongkong.
7, Strathleven, British str., from Nagasaki.
7, Merionethshire, Brit. str., from Nagasaki.
7, Concordia, German bark, from Hkong.
8, Ichang, British str., from Ningpo.
8, Hae-ting, American str., from Tientsin
8, El Dorado, British str., from Tientsin.
8, Newchwang, British str., from Tientsin.
9, Kiang-teen, American str., from Ningpo.
9, Fushun, American str., from Hongkong.
9, Shanghai, British str., from Hankow.
10, Ichang, British str., from Ningpo.
10, Chung King, British str., from Tientsin.
10, Fungshun, American str., from Tientsin.
10, Sin Nanzing, British str., from Tientsin.
10, Yoritomo Maru, Jap. str., from Kuchinotsu.
11, Sual, British str., from Hankow.
11, Fu-yew, American str., from Foochow.
11, Yungning, Amr. str., from Wenchow.
11, Taiwo, British str., from Hankow.
11, Kiang-teen, American str., from Ningpo.
11, Kiang-kwan, American str., from Hankow.
11, Swatow, British str., from Amoy.
11, Priam, British str., from London.
11, Ulysses, British str., from Hongkong.
11, Claro Babunan, British bark, from Nagasaki.
11, Palos, U.S. g.-v., from Yangtsze.
11, Kwa Hsing, Chinese str., from a cruise.
12, Ichang, British str., from Ningpo.
12, Kiang-yu, American str., from Hankow.
12, Kowshing, British str., from Tientsin.
12, Fooksang, British str., from Hongkong.
12, Hae-shin, American str., from Tientsin.
12, Ingo, German str., from Nagasaki.
12, Yokohama Maru, Jap. str., from Japan.
12, Verona, British str., from Hongkong.
13, Hideyoshi Maru, Jap. str., from Kuchinotsu.
13, Pekin, British str., from Hankow.

October— DEPARTURES.

5, Helena, British bark, for Newchwang.
6, Welle, German str., for Foochow.
6, Ingo, German str., for Nagasaki.
6, Ichang, British str., for Ningpo.
7, Greatham Hall, Brit. str., for Keelung.
7, Hae-an, American str., for Tientsin.
7, Mesfoo, Amr. str., for Newchwang.
7, Poochi, American str., for Chefoo.
7, Kiang-yung, American str., for Hankow.
7, Wuchang, British str., for Chefoo.
7, Kiang-teen, American str., for Ningpo.
7, Wenchow, British str., for Chinkiang.
7, Juniata, U.S. sloop, for Nagasaki.
7, Albatros, Austrian g-bt., for Hongkong.
7, Kwa Hsing, Chinese str., for a cruise.
8, Activ, Danish str., for Hongkong.
8, Ngankin, British str., for Hankow.
8, See-wo, British str., for Amoy.
8, Waverley, British str., for Tientsin.
8, Ichang, British str., for Ningpo.
9, Brindisi, British str., for Hongkong.
9, Hiroshima Maru, Jap. str., for Nagasaki.
9, Yuen Wo, British str., for Hankow.
9, Minna, British bark, for Newchwang.
9, Kiang-teen, American str., for Ningpo.
10, Ningpo, British str., for Hongkong.
10, Newchwang, British str., for Chefoo.
10, Kiang-foo, American str., for Hankow.
10, Hae-ting, Chinese str., for Tientsin.
10, El Dorado, British str., for Chefoo.
10, Ichang, British str., for Ningpo.
11, Chihaya Maru, Jap. str., for Kuchinotsu.
11, Envoy, Siamese bark, for Bangkok.
11, Shanghai, British str., for Hankow.
11, Altnacraig, British str., for New York.
11, Merionethshire, British str., for London.
11, Telemachus, British str., for London.
11, Kiang-teen, American str., for Ningpo.
12, Fuh Wo, British str., for Hankow.
12, Sin Nanzing, British str., for Chefoo.
12, Fungshan, American str., for Chefoo.
12, Chungking British str., for Chefoo.
12, Sual, British str., for Hankow.
12, Yoritomo Maru, Jap. str., for Kuchinotsu.
12, Store Nordiske, Danish str., for a cruise.
13, Ichang, British str., for Ningpo.

INTIMATIONS.

LANE, CRAWFORD & Co.

Beg to announce that they have now opened their NEW FURNISHING and HOUSEHOLD DRAPERY DEPARTMENTS with a very large Stock of entirely New Goods specially selected for the present Season, Consisting of:—

Brussels Carpets, Best-five-frame quality of pure Wools, fast dyes, and this year's choicest designs.
Brussels 2nd quality, and Tapestry Carpets, durable, moderate in price, and the newest patterns.
Kensington Carpets from $17 each; these are woven in one piece, bordered, fringed and reversible; they are most artistic and very suitable for reception and Bed Rooms.
A very large Assortment of Axminster, Velvet, and Sheepskin Hearth Rugs, Velvet and Centre Carpets in all the latest designs.
The New English and French Tapestries for Curtains and Covering Furniture. The Mexican Tapestries from $1 per yard. A large stock of newest Reps and Damasks.
Cretonnes—A carefully selected Stock of Gobelin Tapestry, Crêpe Cretonnes, and Reversible Cretonnes in Art designs.
Brass and Iron Bedsteads and Children's Cots in great variety.
The Patent Woven Wire, and the Excelsior Spring Mattresses in all sizes.
Bedding of all descriptions, carefully manufactured and of guaranteed quality.
Household Linen—A very large Stock of the best Table Damask, Linen and Cotton Sheetings, Quilts, Counterpanes, Blankets, &c., at low prices.
Eider-down Quilts and Pillows in great variety.
Estimates given for furnishing throughout or re-covering Furniture.

LANE, CRAWFORD & Co.

Hongkong, 15th September, 1884. [32

KELLY AND WALSH are now shewing their New Season's

CHRISTMAS CARDS.

Selected with the greatest care from the best American and English Manufacturers. The rich plush, satin and fringed Hand Painted Cards from Messrs. Prang are perfect gems, and the entire collection, ranging in price from 5 cents to $5 will be found well worth inspection.

JUST RECEIVED.

A Fine Assortment of New Aluminium and Silver Pocket Pencils, Penholders and Charms.
New Gold Pens in all sizes.
Automatic Copying and Marking Ink Pencils.
The New Magic Pocket Pencil in Aluminium, Silver and Ivory Electric Call Bells.
Fresh supplies of Sweet Caporal, Caporal, Half Caporal, and Old Judge Cigarettes.
Brinsmead's Pianos on Hire, on the 2 years system, or on Purchase.

KELLY & WALSH.—HONGKONG. [25

W. BREWER begs to announce that he has this day removed TWO DOORS NEARER the Hongkong Hotel.

Christmas Cards just received—A magnificent collection of Prang's New Season's Christmas and New Year Cards and Sachets. All the newest productions in English and French Cards.
W. Brewer's original Native Cards with Pidgin English Sing Song.
W. Brower's original Japanese Silk Cards with appropriate mottoes.
The two latter are specially suitable for home friends and require no additional postage.

The Marvellous Singing Dolls.
New Porcelain hand painted Menu Stands.
Ladies' 3-sided Boudoir Mirrors.
Magic Pocket Knife and Pencil.
The Crème de la Crème of Song Collections, Song World, Song Folio, Folio of Music, Natl. Dance Album.

Cheap Commercial Envelopes, splendid value $1.25, 1,000.
Cheap Commercial Stationery.
A large quantity of New Cheap Novels.
Ladies' Chit Cases.
A quantity of Framed Pictures.
New Cigarettes, New Toys, New Fancy Goods. Price List of Newspapers and Magazines for 1885.

NEXT DOOR TO HONGKONG HOTEL.
26] W. BREWER, Queen's Road.

HOTEL DE L'UNIVERS,
WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he has re-opened the

HOTEL DE L'UNIVERS

The whole of the Rooms have been NEWLY FURNISHED throughout, and there are Rooms suitable for either Married Couples or Single persons.

The TABLE is supplied with the best the market can provide.

The WINES and LIQUORS supplied, both at the bar and table, are of the VERY BEST BRANDS.

Gentlemen desirous of taking meals, such as TIFFINS and DINNERS, can have all requisite information by applying to

GEORGE STAINFIELD,
Proprietor.

Hongkong, 28th February, 1884. [448

SELLING OFF! SELLING OFF!!
AT COST, AT COST.

AT THE VARIETY STORE, 42, QUEEN'S ROAD.

THE Subscriber having decided to CLOSE the above Store, by October 31st, offers at Cost the entire Stock consisting of Books, Stationery, Boots, Shoes, Slippers, Ladies' Linen and Lace Handkerchiefs, Perfumery, Toilet Soap, Mantelpiece, Toilet Ornaments, Jewel Cases, Portfolios, Musical Instruments, Pipes, Cigarholders, Tobacco, Cigars, Children's Toys, &c., &c. And a Lot of useful and Ornamental Articles suitable for Christmas and New Year's Presents.

Call and examine Goods and Buy at your own price.

Persons indebted to the Undersigned will please pay their Accounts before the 31st October.

CHARLES CAIRNS,
Proprietor.

Hongkong, 15th October, 1884. [1943

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS are hereby requested to send in to the Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st September 1884. [1635

NOTICE OF FIRM

NOTICE.

THE Interest and Responsibility of MR. ALFRED THOMAS MANGER in our Firm Ceased on the 30th day of June, 1884.

DOUGLAS LAPRAIK & Co.

Hongkong, 24th September, 1884. [1791

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

INCORPORATED IN LONDON on 18th July, 1884, UNDER THE COMPANIES ACT 1862 to 1863.

CAPITAL £2,000,000 IN 200,000 SHARES OF £10 EACH.

LONDON BANKERS:
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:

At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on terms which may be learnt on application.

J. MELVILLE MATSON,
Manager.

Hongkong, 15th September, 1882. 1724

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH) are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange a Certificate of the Value of the Notes deposited.

HOLDERS of NOTES will be required to furnish to the Liquidators of the Bank, a schedule, in duplicate, giving the date of Issue, Number, and amount of each Note produced.

Forms of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the
OFFICIAL LIQUIDATOR
OF THE
ORIENTAL BANK CORPORATION
By his Attorneys
J. MELVILLE MATSON,
H. HOWARD TAYLOR.

Hongkong, 4th August, 1884. [1450

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,400,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	400,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—A. P. McEWEN, Esq.
Deputy Chairman—Hon. F. D. SASSOON

H. L. Dallymple, Esq.	A. Molver, Esq.
R. Hoppins, Esq.	M. E. Sassoon, Esq.
M. Grote, Esq.	W. H. Forbes, Esq.
Hon. W. Keswick	C. D. Bottomley, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On fixed Deposits—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 25th August, 1884. [7

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct Security for the repayment of sums deposited in the above Bank.

3.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $1,500 in any one year.

4.—Deposits may be made on behalf of relations, of Trusts, &c., in addition to the Depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3½ per cent per annum will be allowed to Depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally correspondence as to the business of the Bank will, if marked ON HONGKONG SAVINGS BANK BUSINESS, be forwarded free of Postage or Registration Fee by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from Stamp Duty.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

WITH Reference to the above, business will be commenced on the 1st May, 1884.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 26th April, 1884. [844

THE HALL & HOLTZ CO-OPERATIVE COMPANY.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE HALL & HOLTZ CO-OPERATIVE COMPANY will be held at the Company's Office, Nanking Road, Shanghai, on TUESDAY, the 6th January, 1885, at THREE O'CLOCK in the AFTERNOON, when one or more Special Resolutions will be proposed, having for their object the Registration of this Company, under the Hongkong Ordinances 1865 to 1881, as a Company with Liability Limited by Shares.

By order of the Board,
W. W. CLIFFORD,
Secretary.

Shanghai, 22nd August, 1884. [1500

AUCTIONS.

PUBLIC AUCTION.

SAYLE & Co. will continue Selling by Public Auction,
THIS DAY,
the 21st,
THURSDAY & SATURDAY,
the 23rd and 25th instant, respectively,
AT THE VICTORIA EXCHANGE,
Commencing at 2 o'clock P.M.,
THE BALANCE OF THEIR
OUTFITTING DEPARTMENT,
Comprising:—
HATS, SCARVES, SHIRTS, VESTS, &c., &c.
Also a few Lots of BOOKS, NOTE PAPER, and ENVELOPES.

SAYLE & Co.

Hongkong, 21st October, 1884. [1982

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 25th day of October, 1884, at 3 P.M.,
on the Premises.
BY ORDER OF THE MORTGAGEE,
(IN ONE OR MORE LOTS).

ALL that Piece or Parcel of GROUND Registered in the Land Office as Section A of INLAND LOT No. 630 with the FOUR HOUSES erected thereon, Nos. 70 and 72, First Street, and Nos. 53 and 61, Second Street.

For Particulars, Conditions, and Plan, Apply to

J. M. GUEDES,
Auctioneer.

Hongkong, 13th October, 1884. [1919

PUBLIC AUCTION.

MR. J. M. GUEDES has received instructions from the EXECUTORS of the late W. B. SPRATT, Deceased, to offer for Sale by Public Auction, at the Premises, on
TUESDAY,
the 4th day of November, 1884,
at 3 o'CLOCK P.M.

INLAND LOT No. 360 and Section A of INLAND LOT No. 584 together with the EIGHT HOUSES now in course of construction thereon. Annual Crown Rent $5.20,

ON
WEDNESDAY,
the 5th day of November, 1884,
at 3.30 o'CLOCK P.M.

KOWLOON GARDEN LOTS Nos. 35 and 53. These Lots have areas respectively of 52,920 square feet and 54,000 square feet. There is a HOUSE on the Lots,
and on
THURSDAY,
the 6th day of November, 1884,

Section B of INLAND LOT No. 504 and Section D of INLAND LOT No. 604. Together with the FOUR HOUSES thereon forming the centre block of Mosque Terrace, Crown Rent $83.90.

Each of the above Properties will be offered in One or More Lots as may be decided at the respective times of sale.

For Further Particulars and Conditions of Sale, apply to

C. EWENS,
Solicitor,
45, Queen's Road,
or
J. M. GUEDES,
39, Wellington Street.

Hongkong, 21st October, 1884. [1980

INTIMATIONS.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

CANCELLING Previous Notices, the Company now propose COLLECTING and DELIVERING CLOTHING, &c., ONCE A WEEK as follows:—

On and after MONDAY, the 20th instant, COLLECTION will be made from
No. 1, or WESTERN DISTRICT,
ON MONDAYS.
From the Upper Levels of No. 2, or CENTRAL DISTRICT,
ON TUESDAYS.
From the Lower Levels of No. 2, or CENTRAL DISTRICT,
ON WEDNESDAYS.
And from No. 3, or EASTERN DISTRICT,
ON THURSDAYS.

DELIVERIES in Each District will be made on the Corresponding Days in the succeeding Week.

ALEX. BAIN,
Manager.

Hongkong, 14th October, 1884. [1933

In the MATTER of the TRUST DEED for the Benefit of the Creditors of the Estate of ALEXANDER HEINRICH VONDER HORCK.

NOTICE is hereby given that a Meeting of the CREDITORS of the above Estate will be held pursuant to the 167th Section of the Ordinance No. 5, of 1864, before the Registrar of the Supreme Court in Bankruptcy at the Court House of Victoria, in the Colony of Hongkong, on THURSDAY, the 30th day of October, 1884, at NOON, when the Trustee will submit a Statement of the whole Estate collected by him, and of the property outstanding specifying the cause of its being so outstanding, and of all the receipts and of all the Payments thereout made, and any Creditor may attend and examine such Statement and compare the receipts with the Payments, and the Meeting will declare by Resolution whether any and what part of the said produce of the Estate (after making a reasonable deduction for future contingencies shall be divided amongst the Creditors as a Second Dividend.

Dated this 9th day of October, 1884.

J. M. ARMSTRONG,
Trustee of the Estate of the said ALEXANDER HEINRICH VONDER HORCK.

MESSRS. BRERETON, WOTTON, & DEACON,
Solicitors for the Trustee,
35, Queen's Road. [1972

WILLIAM BOLTON SPRATT, Deceased.

NOTICE is hereby given that all CREDITORS and other Persons having any CLAIM or DEMANDS upon or against the Estate of WILLIAM BOLTON SPRATT, late of No. 19, Hollywood Road, Victoria, Hongkong, Gentleman, who died on the 4th of July, 1884, and whose Will was proved by CHARLES CAIRNS and CREASY EWENS, the Executors therein named, in the Supreme Court of Hongkong in its Probate Jurisdiction, on the 5th day of August, 1884, are hereby required to send particulars in writing of their Claims and Demands to me the Undersigned CREASY EWENS, of No. 45, Queen's Road, Victoria, Hongkong, on or before the 20th day of November, 1884, after which date the Executors will proceed to distribute or dispose of the Assets of the said Deceased having regard to those Claims only of which they shall then have had notice, and the Executors will not be liable for the Assets or any part thereof so distributed to any Person or Persons of whose Claims or Demands they shall not have had notice.

Dated this 16th day of October, 1884.

C. EWENS,
1955] Solicitor to the said Executors.

SIGNOR AND SIGNORA A. VITA

Beg to announce that they are prepared to give LESSONS in SINGING and on the PIANOFORTE.

PIANOS TUNED and REPAIRED.
TERMS STRICTLY MODERATE.

Hongkong, 17th June, 1884. [1143

INTIMATIONS.

PUBLIC GARDENS, HONGKONG.
(BY PERMISSION).

A GRAND BAZAAR, FANCY FAIR, AND EVENING FETE,

In aid of the Funds for the purchase of a NEW ORGAN for ST. JOHN'S CATHEDRAL, will be held
TO-MORROW (WEDNESDAY),
the 29th and
THURSDAY,
the 30th instant,
AFTERNOONS, 3.30 to 6 o'CLOCK.
EVENINGS, from 9 o'CLOCK.

Useful, Ornamental and Artistic Stalls, Refreshment Stall, Flower Stall, and a variety of Exhibitions and Entertainments. The Band of "The Buffs," by kind Permission of Col. GRAVES and the Officers of the Regiment, will play each Afternoon.

ADMISSION.

Wednesday Afternoon, 50 cts., Evening 50 cts.
Thursday Afternoon, 25 cts., Evening 25 cts.
by Tickets, to be obtained from
Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WALSH & Mr. W. BREWER.

Children, Soldiers, Sailors, Police Constables, 10 cents, payable at the Entrance Gate, nearest College Gardens.

COMMITTEE.

Capt. Davis, R.N., Capt. Somerset, "The Buffs,"
Chas. Ford, Esq., J. Orange, Esq.,
S. G. Bird, Esq., C. F. A. Sangster, Esq.,
E. E. Dear, Esq., J. Whittall, Esq.

Hon. SECRETARY and TREASURER,
HON. THOS. JACKSON.

Hon. ASSISTANT SECRETARY,
H. M. THOMSETT, Esq.

Further Particulars will be announced.

Hongkong, 20th October, 1884. [1970

NOTICE.

THE Undersigned, in returning thanks to the Community of Hongkong and Southern Out-ports for their support during the last Season, begs to notify them that she will be prepared on and after the 1st of November next to supply

GAME, GAME PIES, SAUSAGES, BRAWN, ENGLISH PORK FRESH AND PICKLED;
CORNED AND FRESH MEAT.

Every attention given to careful packing, and the utmost despatch guaranteed in shipment.

LAVINIA HOPKINS,
Corner of Sze-chuen and Ningpo Roads.

Shanghai, 15th October, 1884. [1971

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, TO-MORROW, the 22nd instant, at THREE o'CLOCK P.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1883, and for the Half-Year ending 30th June, 1884.

The TRANSFER BOOKS of the Society will be CLOSED from the 12th to the 22nd instant, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 8th October, 1884. [1881

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF THE MEMBERS OF THE HONGKONG CLUB is hereby convened to take place at the CLUB HOUSE on THURSDAY, the 23rd instant, at 4 o'CLOCK P.M.

The object for which the Meeting is called is stated in the Notice posted in the HALL of the Club.

By Order of the General Committee,
EDWARD BEART,
Secretary.

Hongkong, 10th October, 1884. [1903

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned, No. 7, Queen's Road, at NOON, on FRIDAY, the 31st day of October instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 31st day of October instant both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Canton Insurance Office, Limited.

Hongkong, 10th October, 1884. [1962

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the Year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company and no Claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th August, 1884. [153

A WELL KNOWN RESIDENT of Hongkong is willing to go as LADIES' MAID to any part of Europe. No objection to Children.

Address to M. L.,
Care of this Paper.

Hongkong, 1st October, 1884. [1828

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Steamship
"CELEBES,"
having arrived from the above Ports Consignees of cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 15th October, 1884. [1946

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "DJEMNAH."

H N M (in triangle) Nos. 6, 9—2 Cases Earthen Ware, &c., from London.

Ex "OXUS."

H N M (in tria.) Nos. 4/5—2 Cases Hardware, from London.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th September, 1884.

NOTICES TO CONSIGNEES.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship
"MEDUSA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned before Noon on the 27th instant, or they will not be recognised.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 27th instant, will be subject to rent.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, 21st October, 1884. [1945

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBRO, AND ANTWERP.

THE Steamship
"WELCOMBE,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods.

Cargo impeding the discharge of the steamer will be landed and stored at Consignee's risk and expense.

MELCHERS & Co.,
Agents.

Hongkong, 20th October, 1884. [1969

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamship "PEIHO," from Marseilles and intermediate ports and in connection with Steamship *Ganges* from London, are hereby informed that their Goods are being transhipped to S. S. *Tanais*, whence delivery may be obtained.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 24th instant, will be subject to storage at the rate of 1 cent. per package per diem.

All Claims must be sent in to me on or before the 27th instant, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th October, 1884.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"IPHIGENIA,"
Capt. F. Ahrens, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Undersigned whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW, the 19th inst.

Cargo remaining undelivered after the 25th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSSEN & Co.,
Agents.

Hongkong, 18th October, 1884. [1968

NOTICE TO CONSIGNEES,

FROM LONDON.

THE British Bark
"JOHN C. MUNRO,"
Captain Summers, having arrived from the above Port, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 16th October, 1884. [1954

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, AND SINGAPORE.

THE Steamship
"BURGOS,"
Capt. Ottenroth, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON, TO-MORROW, the 17th instant.

All Claims against the steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, 16th October, 1884. [1956

INTIMATIONS.

ADOLPH EMIL MEYER, Deceased.

PURSUANT to an Order of the Supreme Court of Hongkong made on the 20th day of July, 1884, NOTICE IS HEREBY GIVEN that all Persons having Claims against the Estate of ADOLPH EMIL MEYER, late of Victoria in the Colony of Hongkong, Merchant, (who died on the 28th day of March, 1884, and whose Will was on the 16th day of October instant, proved in the Supreme Court of Hongkong in its Probate Jurisdiction by JOHANNE HINRICH GERRELS of Victoria aforesaid, the duly appointed Attorney of CHRISTIAN HEINRICH ALBERTUS VON OHLENDORFF DIETRICH THEODOR JACOB HERMSEN and HEINRICH CONSTANTIN EDWARD MEYER, the Executors in the said Will named) are hereby required to send in writing PARTICULARS of their Claims to us the Undersigned Solicitors for the said Administrator on or before the 20th day of January, 1885, after which time the Administrator will proceed to distribute the Assets of the Deceased among the Persons entitled thereto having regard only to the Claims of which they shall then have had notice.

Dated this 20th day of October, 1884.

BRERETON, WOTTON, & DEACON,
Solicitors,
35, Queen's Road,
Hongkong.

1881]

OLD HIGHLAND WHISKY.

WE have appointed Messrs. OVERBECK & Co., of Shanghai, Sole Agents for the sale of our OLD HIGHLAND WHISKY in China and Hongkong.

Kilmarnock, 16th November, 1883.
and London.

JOHN WALKER & SONS.

For Sale at $8 per Case of 1 dozen Bottles:

SIEMSSEN & Co.

Hongkong, 18th January, 1884. [103

INTIMATIONS.

OCCUPATION OF FORMOSA.

THE FRENCH AT TAMSUI AND KEELUNG.

THE MARCH OVERLAND.

MAP OF NORTH FORMOSA.

GRATIS.

THE "DAILY PRESS" presents to Subscribers with To-day's issue a comprehensive

MAP OF NORTH FORMOSA,

24 by 17 inches, prepared from a Trigonometrical Survey made in 1882 by Mr. J. W. Pattesson of the Imperial Maritime Customs Service. Scale 3 miles to the inch.

Purchasers of To-day's issue and Supplement with the News of the week for the Mail will also be presented with the Map.

Price of Paper, Supplement, and Map 25 cents. Orders should be sent

EARLY,
accompanied by cash.

Hongkong, 20th October, 1884. [1974

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Ordinary General Meeting of the above Company will be held at the Head Office, Shanghai, on MONDAY, the 27th inst. at 2.30 P.M., for presentation of the Half-yearly Report and Accounts to the 30th June last.

By Order of the Court of Directors,
J. KENNARD DAVIS,
Secretary.

Shanghai, 13th October, 1884. [1979

MATHIEU MAREE & Co.

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

HAIPHONG, TONKIN.

WINES, PROVISIONS, BUTTER, BEDDING, GLASS & PORCELAIN WARE, IRONMONGERY, SHIPCHANDLERY, &c.

SOLICIT SAMPLES OF CONSIGNMENTS. [1983

NEWS FOR THE MAIL.

THE MAIL ISSUE OF THE "DAILY PRESS"

being now PUBLISHED WEEKLY, a

SUPPLEMENT,

Is given TO-DAY, containing full account of the
Second Bombardment of, and Landing and Retirement of the French at Tamsui.
Defeats of the

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the Governor and His Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
ÆRATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. 23]

NOTICES TO CORRESPONDENTS.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

MARRIAGE.

On the 9th instant, at the Cathedral, by the Rev. W. Jennings, M.A., Colonial Chaplain, JAMES CHAMP, Clerk of Works, Public Works Department, to ELIZA POOLE, youngest daughter of Henry Poole, Esq., Leamington, Warwickshire. [1842

The Daily Press.

HONGKONG, OCTOBER 21ST, 1884.

CHANG PEI-LUN, Joint Commissioner for the coast defence of the province of Fuhkien, who was full of bluster prior to the 23rd August, has, in accordance with Chinese custom, memorialised the Throne requesting that he may be severely punished for acting on the prudent adage—

He who fights and runs away
May live to fight another day.

His memorial is a remarkable document; almost every statement in it is false, and it is altogether a comical account of the action on the Min River on the date above mentioned. He says:—"I made repeated requests that w might attack the French and that assistance might be sent to us; but neither request was granted. We therefore did what we could by anchoring the two small vessels *I-hsin* and *Fu-hsin* and the war-junks and merchant vessels in such a manner as to impede the enemy." It is true that CHANG PEI-LUN asked the Viceroy of the Liang Kiang to lend him a few gunboats, but they were not sent. According to the statements of Captain CHANG SING, of the *Yang-woo*, and from the actual position of the two mosquito boats before the fight, the statement of the memorialist is very wide of the truth. Captain CHANG SING wished to moor the two mosquito boats so that their bow guns could be turned on the Frenchmen at ebb tide, but CHANG PEI-LUN would not allow him to do so. None of the vessels were "anchored in such a manner as to impede the enemy." It is rather funny to hear of old junks laden with straw, kerosine, and stinkpots spoken of as "merchant vessels." Nothing can be more sublimely innocent than CHANG PEI-LUN's assertion that "up to the 11th August we were about as strong as the French, except that their vessels were larger and more solidly built than ours." It must have been about this time that the Erpositor of the Han-lin told Admiral COURBET to "come on, if you think you are able." The memorialist says that the captains of the Chinese vessels "had all become pale and haggard to a pitiable degree," by reason of having been at their posts day and night for forty days. If Captain CHANG SING, of the *Yang-woo*, and commodore of the fleet, could be taken as a fair sample, he must have recovered very rapidly, for when seen at Pagoda Anchorage a few days after the engagement, he was as healthy looking a Chinaman as could be found anywhere. CHANG PEI-LUN proceeds:—"I knew we were not a match for the foe; but having nowhere to look for help and no way of escaping, I could do nothing more than stimulate the loyalty and patriotism of our captains." He was willing that all his relatives should shed every drop of blood they had in their veins; but his patriotism could not stand the test of personal risk. "When the first French gun was heard," CHANG PEI-LUN says, "I at once called the land forces under arms, and sent some light artillery on to a hill to help the fleet; and I myself mounted on to the hill top with HO JU-CHANG to watch the battle." He inadvertently omits to mention that the hill top was about six miles off. However, if we may judge by his own words, his flight must have been very swift. He started after the *Triomphante's* signal gun was fired, and by the time he got on to the hill, the *Yang-woo* had already been blown up by a torpedo boat. We know that the torpedo explosion took place within two or three minutes after the first gun was fired; so that it was probably a handicap race between CHANG PEI-LUN and HO JU-CHANG, the former getting a start of two or three miles. The memorialist's account of the fight is so full of misstatements or wilful falsehoods that we need not refer to them in detail. The largest French vessel, it seems, was an ironclad with "two masts and three funnels," which the memorialist designates the *Niao-po*. This vessel was burnt and sunk by a Chinese shot having penetrated her powder magazine; but as the French did not happen to lose any ironclad or other vessel with three funnels, or even two, she could only have existed in the imagination of CHANG PEI-LUN or the naval officer who supplied him with the information. The memorialist makes a pitiful wail over the French having attacked the Chinese fleet "suddenly;" although he states that he wrote at midnight on the 22nd and at dawn on the 23rd warning the captains of the expected attack. The memorialist confesses all his sins and shortcomings; he persisted in living on shore and could not go on board the vessels to offer up his life; his conduct admits of no exculpation, so he begs the Emperor to strip him of his rank and deliver him to the Board of Punishments. He winds up his memorial with the rumours that six French vessels were burnt, that Admiral COURBET died of a wound, and 300 Frenchmen were killed; but he admits that there is not sufficient evidence to support these stories.

HO JU-CHANG, Superintendent of the Mamoi Arsenal, also memorialised the Throne, asking to be punished for having failed to defend the Arsenal effectively. He corroborates the statements of CHANG PEI-LUN; and, as to their flight, he says:—"We mounted an eminence together, whence we could issue directions." He describes the attack on the Arsenal, and gives some really new, quite fresh information; he says the French vessels came up to the Arsenal, but were driven away by the artillery of the troops there. We certainly never heard of this before. To say that "the fighting went on till nearly 7 p.m., *when both parties withdrew*," is also original, though not strictly accurate. He asserts that the French lost one large and one small vessel, and that Admiral COURBET was wounded; in fact, his memorial, like that of CHANG PEI-LUN, is a tissue of falsehoods. Whether these documents really impose upon the Peking Government, or are merely designed to hide the truth from the people is an open question.

The French cruiser *Chateau Renaud*, Captain Boulineau, arrived here yesterday from Kelung.

Says the *Shanghai Mercury*:—"The Chinese iron hongs refuse to sell iron to foreigners by order of the Taotai. What next?

In the Peking *Court Circular* of the 2nd September Tso Tsung-t'ang returns thanks for the infliction of a fine of one year's salary!

The American Consul visited the *Vanadis* and *Victor Emanuel* yesterday forenoon and received the usual salutes. Similar visits were paid by the Japanese Consul in the afternoon, and salutes were also fired on his leaving.

The French transport *Shamrock*, which recently passed through Singapore, and proceeded to Saigon, is, we hear, bound for Kelung, where she will add what will doubtless be a most welcome reinforcement to the strength of the French invading forces.

Another Chinaman was picked up dead in the street near the Civil Hospital on Saturday night or Sunday morning. He had lain himself down between two stones to die, and was found there, by the police, quite dead. There is no doubt that his decease was due to natural causes.

The gun-lascar Fatta Khan was brought up, on remand, at the Police Court yesterday morning before Mr. Mackean, on a charge of assaulting and causing the death of Michael Gomes, a comrade. No evidence was taken, and the case was remanded for a week.

An Imperial Decree, dated the 12th inst., degrades for ever the commander of the Kimpai forts, named Yan Chin-pao. He is not allowed hereafter to volunteer his services to any regimental force whatever. This degradation is in consequence of the outrage that was committed on H. M. S. *Zephyr*, resulting in the death of Lieut. Hubbard.—*Courier.*

The *Mercury* understands that an action has been entered in H.B.M.'s Supreme Court by Mr. Oscar Brandt against the members of the Committee of the Shanghai Race Club who are British subjects. Damages are laid at five thousand taels, and plaintiff prays for an injunction to restrain the Club from preventing him exercising his privileges as a member.

The Taotai of Shanghai has addressed a despatch, dated the 12th inst., to the Doyen of the Consuls there, to the effect that ships leaving Shanghai will be allowed to pass the forts at any hour of the day or night, but that vessels entering the port are requested to anchor, if they should happen to arrive after 7 o'clock p.m., as the garrison in the forts will not be able, through darkness, to distinguish friends from foes.—*Courier.*

According to the *Shanghai Courier* the machinery in the Foochow Arsenal is being repaired by workmen, and the manufacture of gun carriages is progressing as rapidly as possible. Kushan (where Chang Pei-lun viewed the naval fight of the 23rd August) is now occupied by three battalions of Hunan "braves." Liu Yun-shu, Imperial High Commissioner of the Volunteer Brigades, took possession of his post on the 9th inst. and is now residing at the Canton Guild.

Return of Visitors to the City Hall Museum for the week ending October 19th, 1884:—

	EUROPEAN.	CHINESE.
Monday	42	351
Tuesday	34	473
Wednesday	51	372
Thursday	27	318
Friday	46	218
Saturday	27	511
Sunday	none	none
	207	2,253

In the *Peking Gazette* appears a memorial from the Governor-General and Governor of Fuhkien announcing that they have, in obedience to His Majesty's commands ordering them to consider what salary should be allotted to Chang Pei-lun, Joint High Commissioner for Coast Defences in Fuhkien, decided to allot that officer a salary of Tls. 600 a month. This is the amount given to the Superintendent of the Arsenal, whose emoluments were to be taken as a basis for determining the salary of the High Commissioner, and the memorialists are of opinion that the expenditure to which he will be put on public account justifies a similar amount being allotted to Chang Pei-lun. The members of his staff will be allotted salaries on a proportionate scale with the employés of the Arsenal.

Late on Sunday night there were some pretty lively proceedings in Lascar Row, where a lot of coloured men from ships in the harbour, mostly well under the influence of liquor, became quarrelsome, and got as far as using a knife before the row was stopped. The trouble originated either inside a coffee shop kept by a man named Hadjee Uso, or just outside. In the course of the fight a stab was made at a black seaman named Charles Webber, and he, putting up his left arm to ward off the blow, caught the blade in his forearm, which was severely cut. A Sikh constable and Acting Sergeant L. McKay finally put an end to the disturbance, and arrested three men, viz., Charles Robsin, steward, Mahomed Jaffer, seaman, and Mindoo, fireman, while Webber was sent to the Civil Hospital to have his wound dressed. The case came before Mr. Wise at the Police Court yesterday. Webber said he was drunk when the row occurred and did not remember what happened, except that the third defendant stabbed him in the manner described above. The coffee shopman said the second and third defendants were in the shop when complainant chased the first defendant into it. The latter threw a Japanese chatty at complainant, which struck him on the eye and head, but the other two defendants did nothing. He did not know how complainant was wounded. Two seamen named McDooney and Sweeney, who were on the spot when the row took place, said they first of all saw the second defendant strike complainant on the mouth three times, and then the third defendant ran up and struck him with a knife. The first defendant took the knife from him, and then a Sikh constable came up and took it. The third defendant tried to get the knife from the constable, and to strike him with it, and also tried to get his rifle. Sergeant McKay then came up. The Sikh alleged that all the defendants assaulted him. The first defendant alleged that all he did was to take the knife from the third, and the other two said they did nothing, but it was the first who was fighting with complainant. The first defendant was fined $1, or in default seven days, the second $3, or fourteen days, and the third was sentenced to six months' hard labour.

OUR MAP OF NORTH FORMOSA.

With to-day's issue of the *Hongkong Daily Press* is given to subscribers a map of North Formosa on a large scale, which illustrates the scene of the French operations there, and which also supplies most valuable information concerning the topography and productions of the district. It was printed from a survey made by Messrs. Hancocks and Paterson, of the Imperial Maritime Customs Service, in 1882.

LATEST TELEGRAMS.

LONDON, 18th October.

THE COLONIAL DEFENCES.

The sum required for Colonial defences is estimated at £891,000, which amount has been assigned for the purpose. Australian defences are not mentioned. India, the Colonies, and the British Government will share expenses, and the fortifications of Aden, Singapore, and Hongkong will be commenced immediately.

THE WAR IN THE SOUDAN.

The Mahdi is being deserted by the tribes.

BLOCKADE OF THE FORMOSAN PORTS.

A *Gazette Extraordinary* was issued yesterday afternoon containing the following:—

GOVERNMENT NOTIFICATION.—No. 373.

The following communication from the Consul for France in this Colony respecting the blockade of the ports of Formosa is published for general information.—By Command,

FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th October, 1884.

PROMEMORIA.

"Les ports de Formose sont mis en état de blocus par les forces navales françaises sous le commandement du Vice-Amiral Courbet.

LEON DESARDIN.

Hongkong, le 19 Octobre, 1884.

This measure has been adopted by Admiral Courbet probably on account of the recent attempts by the Chinese to convey arms and troops to Formosa in ships flying neutral flags. It is to be hoped, however, that the French Authorities will enforce the blockade only so far as relates to contraband of war, and not allow it to interfere with legitimate trade.

POLICE COURT.

20th October.

BEFORE MR. A. G. WISE.

DANGEROUS LUNATIC.

Wong Asam was brought before the court, on remand, charged with being a dangerous lunatic. The man was found in the street in the act of throwing away about $90 he had, and he was prevented from doing so. He was then found to be armed with a dagger, and as his manner appeared very strange, he was arrested. Having been placed under the observation of the Colonial Surgeon for a time, he was certified to be insane, and he was sent to the Tung Wah Hospital.

A YOUTHFUL BAD HAT.

Ng Akin, aged 17, was charged with being a rogue and vagabond.

The defendant was convicted of larceny some time since, and his punishment included a whipping, and on Sunday he was seen with some other lads following up some drunken seamen for a long distance, apparently waiting for an opportunity to pick their pockets. A constable at length saw the defendant feel of the men's pockets, and he thereupon arrested him.

In default of finding two sureties of $10 each for his good behaviour for three months, the defendant was committed to gaol for a month.

NO LIGHTS OF PASSES.

About 60 Chinamen were brought before his Worship charged with this offence, and they were fined small sums.

AN OLD OFFENDER.

Leung Ato, coolie, was fined $40, and in default committed for three months' hard labour for having been in unlawful possession of a fowl. He had a long list of prior convictions against his name.

STRAGGLER.

William McManus was brought up as a straggler from the American ship *P. N. Blanchard*, and the police were ordered to put him on board.

ALLOWING PRISONERS TO ESCAPE.

Lau Ayan, P.C. 152, was charged with having allowed two prisoners to escape from his custody on the 20th inst.

Defendant had arrested two men upon suspicion of having stolen a water barrel, and as these men alleged they bought the barrel in the market the lokang was sent with them to make inquiries. After being absent some time the lokang returned with the barrel, but without the two prisoners, and on being asked what he had done with them, he said he allowed them to have some congee, and then they suddenly disappeared. Defendant said the prisoners wanted some congee in the Market, and he let them have some, but soon after they had begun to eat it, he suddenly missed them.

The case was remanded for a week.

SHOP LIFTING.

Chun Asam and Lum Aloi, chair coolies, were charged with stealing money from the shop of one Wong Alau, on Sunday last.

Alau's shop is on the Praya Central, and defendants went into it together on Sunday. The second defendant endeavoured to take the shop people's attention off his confederate by making inquiries ostensibly with a view to becoming a purchaser, and while he did so, the first defendant slipped a small basket of money that was standing there under his coat. The move was seen, however, and both men were arrested.

Defendants were each sentenced to six months' hard labour.

DEMOLITION OF MISSION PREMISES AT SAN-CHOAN.

[FROM A CORRESPONDENT.]

As the island of San-choan (St. John's), on account of its being the place where the illustrious Apostle to the Indies, St. Francis Xavier, died, is well known to the whole Catholic world, and in particular to the inhabitants of Hongkong, your readers will probably be interested by an account of a visit I have recently paid to the island.

Since the 21st September last our residence at San-choan had been left in the charge of a caretaker and a Christian family. Being anxious as to the action that might be taken by the Pagans from the mainland, I resolved, no matter how, to reach the island. In order to accomplish my purpose I had first to go as far as Tonquin, and it was on the return passage of the vessel, on the 18th instant, that I landed at my destination.

I had provided myself with boxes in which to pack away some of the most valuable articles and convey them beyond the reach of danger. I had also taken the precaution to carry with me some hammers and a screw driver in case it should be necessary to force open any of the doors. Alas! this care was altogether superfluous. Of the graceful monument and the beautiful chapel at the grave of St. Francis Xavier only the walls and floors remained.

The church was completely wrecked. The altar, cupboards, benches, railing, pictures, carved holy water vessels, the pavement of the chancel, the organ, &c., had all disappeared.

The apartments in the two wings flanking the church were rifled from top to bottom. Not a single piece of furniture remained. Books, bureaux, tables, chests of drawers, pictures, beds, etc., etc., had all been carried off. All that was left were some scraps of paper and fragments of the stuffing torn from mattresses.

The bell, weighing 590 lbs., given by the Empress Eugenie, and which from its pretty tower woke sweet harmony in the bay, was missing. Perhaps by this time it has been melted down into cash.

But this was not all. The rage of the Chinese Vandals carried them so far that even the windows, venetians, and doors were either broken up and thrown on the ground or also carried away. In the servants' quarters the same devastation was wrought, and the spoilers had even tried to fill up the wells.

One thing only astonished me, and that was that they had not burnt both places, but it is known that they had received orders not to exceed certain limits in their pillage.

I must leave my readers to imagine the feeling of sadness which came over me as I viewed the pitiful scene. So overpowered was I that I had not the presence of mind to institute inquiries on the spot, but gave the signal to return on board. I brought the principal Christian on the island with me, and he has furnished me with the following information:—

On the 2nd October three mandarins came over from the mainland with a dozen soldiers and a hundred men of the piratical class, and landed at Sam-chao, the principal port. On learning of their arrival the inhabitants of the villages situated on the east side of the island beat their gongs and summoned their neighbours to join them in looting the Mission premises and the houses of the Christians. This work accomplished, the Mandarins mulcted the Christians in a heavy pecuniary fine, one half of which they appropriated to themselves and the other half they gave to the robbers who accompanied them. They then retired.

In this occurrence we have another proof of that "desire of the Chinese to conform their habits to those of Europeans" of which certain ultra-sinophil journals complacently tell us. We have been stationed on the island since 1862, occupying ourselves solely with the diffusion of spiritual and material blessings amongst the poor islanders, teaching them to respect their sovereign and the authorities who represent him, healing their sickness and alleviating their pains, and deciding their differences with such impartiality as satisfied all parties. For all this, which the people have received with gratitude, the proud mandarins, jealous of an authority which did not in the least conflict with theirs, in this distant island, have thought fit to punish the peaceable population.

Let God behold and judge between and the enemies of the true civilisation.

E. B.

Hongkong, 20th October.

THE WOOSUNG FORTS.

[FROM A CORRESPONDENT.]

SHANGHAI, 15th November.

All is quiet on the Hwangpoo. The French fleet has been so often sighted off the mouth of the Yangtsze, like Van der Decken's phantom ship, that the garrison of the Woosung forts must feel like the people who turned out to the shepherd boy's cry of "Wolf! wolf!" There is not much chance of the French going up the Yangtsze for a long time yet, and by the time they do get to Woosung, Admiral Courbet will perhaps be somewhat astonished to see the Woosung forts. He will hardly be able to identify them. A few months have elapsed since he was there, and what the Chinese call the "improvements" on the forts have been carried to such a height and length and breadth, that the forts are altogether the most remarkable kind of forts ever seen. From Woosung village to Paochan, a distance of three or four miles, there is a mud wall on the top of the embankment. It was at first only a thin mud wall with no more defensive strength than an ordinary garden wall, in fact not even so good as a garden wall with broken glass on the top of it. The wall is pierced with small holes, for musketry fire, and it would be very dangerous for the soldiers behind the wall, as they would be certain to get buried alive. Some comments appeared in the foreign papers, chaffing the commandant of the fort about this mud wall, and he is apparently paying attention to his critics. It is now reported, from Chinese sources, that the three mile wall of mud is to be made about 20 feet thick. The Chinese sharpshooters won't be able to shoot through the wall after that. They no doubt consider this a real improvement.

There are large square towers at intervals in this wall, from the main fort up to Paochan, but I don't think they are quite finished yet. The "improvements" on the principal fort consist in piling up pyramids of mud in front of the fort, leaving a narrow opening opposite each of the ten embrasures. The guns had a very limited sweep before, and they are worse now. The walls have been extended in breadth and height till the fort has reached prodigious dimensions and on the east and west corners pivot guns have been placed on the top of the wall, with no further protection than a bamboo shed to keep off the rain. These guns were placed there to remedy the great defect of the fort, which was pointed out in the press some months ago. There was no gun that could be trained up river. This was a terrible mistake, especially after the French managed to get on the blind side of the forts on the Min River. No time was to be lost, so the mandarins in charge of Woosung—there are quite a lot of them, but they don't know much about forts—decided to extend the walls, making them as broad as a racecourse, and the mud having been piled up to the required height, the pivot guns have now been placed in position. I fancy that there won't be much chance for firing these guns on the top of the wall, the Hotchkiss guns in the French fighting tops would make it too warm for the Chinese artillerists at the pivot guns. The mandarins will probably take the hint and build a mud pagoda over the two pivot guns; a pagoda at each corner would certainly enhance the appearance of the forts.

Sir Edmund Hornby, in an article in the *Pall Mall Gazette*, remarked that there were about 100 guns at the Woosung forts, adding the saving clause "if the embrasures are tenanted." There are only ten embrasures in the main fort. The hundred embrasures Sir Edmund referred to must have been those in the old mud wall on the embankment between Woosung village and the forts, where there were no guns at all. A day or two after Sir Edmund's remarks were published in Shanghai, news came from Chinese sources that one hundred guns were to be placed in position behind the mud wall, so that Sir Edmund's hint has been promptly adopted. I do not know whether any foreign engineers have given the Chinese advice lately as to the defence of Woosung; I hardly think it possible, from the appearance of the forts. But the recent alterations remind one of the story of the old man and his son who took their ass to market, and acted on the advice of everybody they met as to who should ride the animal.

THE ENGAGEMENT AT FOOCHOW.

MEMORIAL OF CHANG P'EI-LUN REPORTING THE DEFEAT OF THE CHINESE AT PAGODA ANCHORAGE, AND REQUESTING THAT HE MAY BE SEVERELY PUNISHED.

Admiral Courbet having arrived with a fleet at the Anchorage in order to carry out some secret design against the Arsenal, on the 20th July I went down to protect the place with Huang Ch'ao-ch'un's two battalions. At that time the French had only five vessels there, while we had the *Yang-woo* and two "mosquito" gunboats. But before long our force was rendered comparatively strong by the arrival of the *Chen-wei* and *Fu-po*, which were recalled by Ho Ju-chang, and the *Fei-yun* and *Chi-an*, which were sent to our assistance by Chang Chih-tung (Governor-General at Canton). Then two more large French men-of-war arrived and two torpedo-boats, all which entered the port and threatened us. I made repeated requests that we might attack the French and that assistance might be sent to us; but neither request was granted. We therefore did what we could by anchoring the two small vessels *I-hsin* and *Fu-hsing* and the war-junks and merchant vessels in such a manner as to impede the enemy. Up to the 10th of August we were about as strong as the French, except that their vessels were larger and more solidly built than ours. But from that date inside and outside the port they had twelve or thirteen ships, which came in and went out as they pleased; while we had only seven ships of war and two gunboats. Being much concerned at this I sent for all our captains, and told them that one must not mind being deceitful in war, that in sea-fights a start of a single instant is worth struggling for, and that I still hoped we might find means to strike the first blow. But the captains, who had been at their post by day and night, some for more than forty days, the rest from twenty to thirty days, had all become pale and haggard to a pitiable degree. Also the English and American vessels, which arrived, anchored in a string behind the French, so that it was no longer possible to surprise the enemy by some secret plan. I knew that we were not a match for the foe; but having nowhere to look for help and no way of escaping, I could do nothing more than stimulate the loyalty and patriotism of our captains. What I have said here will be found to be corroborated by my telegrams of the 20th July and 21st August.

About the middle of August the U.S. Admiral saw Imperial Commissioner Ho and spoke of arranging the difficulty; and the Commissioner of Customs, Carrall, wrote to tell the Viceroy that the British Admiral and British Consul wished to mediate. Their words were kind, but their intention was not friendly. I well knew what their object was, but what can one do against the interference of neutral countries?

On the 21st and 22nd August the rain poured in torrents and the wind was high. At midnight on the 22nd and at dawn on the 23rd I wrote to the Captains to not together when the moment came, for the French would be sure to attack on the 23rd when the wind fell. At one p.m. the sound of a French gun was heard. I at once called the land forces under arms, and sent some light artillery on to a hill to help the fleet; and I myself mounted on to the hill top with Ho Ju-chang to watch the battle. It appears that a large French vessel had taken advantage of the high water and fair wind that day, and come in at full speed, and on her firing a gun as a signal, a fierce attack was made on our forces.

It had been arranged that our steamers should concentrate their attack on the French vessels which lay up-stream, and that our war junks and trading junks should endeavour to set on fire and get in the way of those down stream. But on the arrival of the large French ship, six of their vessels cut off the *Chen-wei*, *Fei-yun*, and *Chi-an*, and attacked the *Yang-woo*, having for this purpose five large steamers and a torpedo boat. By the time I had got on to the hill, the *Yang-woo* had already been blown up by a torpedo boat. The French ships then surrounded and set upon the *Fu-hsing*, which was skilfully handled by her Captain, Ch'en Ying, fired rapidly, and fighting with great spirit. Assisted by the two mosquito boats, she held out for two hours. One large French vessel was injured by a shot and retired, and the rest all had their masts knocked about. But the disparity in size and numbers was too great; and the *Fu-shing*, and the two boats were successively sunk or burnt. The *Fu-po* and *I-hsin*, both of which had been hit, withdrew up-stream to Chung-ch'i. Our up-stream division therefore existed no longer. Down stream, the largest French vessel was an ironclad with two masts and three funnels,* called the *Niao-po (?)* This ship rammed the *Chen-wei* and cut her right in half. The *Fei-yun* and *Chi-an* continued to answer the enemy's fire. A French torpedo boat which approached them was struck by a shot from the forts, and sank at once. The *Niao-po* was struck by a shot from our guns, which penetrated her powder magazine, and she caught fire and burnt. Then the *Fu-yun* and *Chi-an* took fire and floated down stream, Captain Kao T'eng-yün having before this been killed by a cannon ball. The war-junks, torpedo-boats and fire-rafts which still remained could not make way against the force of the tide, and were destroyed by the fire of the victorious French. Also the merchant vessels anchored near the arsenal creek were burnt.

Thus on the side of the French there was one vessel burnt, one disabled, and torpedo-boat sunk. On our side seven war ships, two merchant vessels, and various war junks were destroyed. Nothing escaped but the *Fu-po* and *I-hsin*, which retired up-stream slightly damaged.

In this affair the French were guilty of countless acts of treachery, behaving at one instant as if they were at peace and at another as if they were at war. They could move about as they pleased, while we were troubled by many things. They could arrange for reinforcements as they wished, while we had no one near to help us. For more than a month they had been well aware of our isolation from the adjoining provinces and of the weakness of our forces. So when the freshet after the heavy rain made things favourable for their ships, they attacked us suddenly in violation of law. This was the will of heaven, and there is nothing more to be said. It was indeed grief to me to see the sad fate of our officers and sailors, who fought to the death and held out for four hours, some being burnt to ashes and others scorched and wounded.

I had hardly arrived at Foochow in the first instance when Courbet followed me there. I was not intelligent enough to estimate the enemy properly, nor capable enough to direct our army and fleet. I wrongly hoped to conquer with inferior forces, and tried to resist the enemy with our unfortified arsenal and small vessels. Finally the number of the pirates grew bigger, while we were cut off from reinforcements and our men were worn with long watching. In war circumstances alter momentarily, and I was fettered by the foreign law, which prevented my attacking first as I had said I would. Again, I persisted in living on shore and could not go on board the vessels to offer up my life. My conduct certainly admits of no exculpation. I can only beg His Majesty of his goodness to strip me of my rank and deliver me to the Board of Punishment, so that the reality of my fears may be made manifest, and the sad defeat and death of our men may be expiated.

There are reports constantly spread among foreign merchants and our troops; for instance, that six French vessels were burnt, that Admiral Courbet has died of a wound, that the Captain of the *Niao-po* is dead, that three hundred of the French were burnt or drowned; and, indeed, if one looks at the magnitude of our losses, it is plain that they ought to have suffered somewhat too. But there is not sufficient evidence to support these reports and stories, even though they should be true. All that is here stated is taken from what I have seen myself and reports made to me by our officers. I have been careful not to incur the blame of making either the slightest addition or omission.

MEMORIAL OF HO, SUPERINTENDENT OF THE ARSENAL, DESCRIBING HOW THE FRENCH BY A SUDDEN ATTACK DESTROYED THE CHINESE FLEET, AND DAMAGED THE ARSENAL, BUT WERE PREVENTED FROM LANDING BY THE TROOPS ON SHORE.

On the 14th July the Arsenal doing threatened by Courbet's fleet, all our available vessels were collected and anchored in a line below his ships in order to prevent the execution of his designs. This I reported to His Majesty in my Memorials of the 18th and 21st July, which gave an account of the measures of defence we had adopted afloat and ashore. During the past forty days I have also sent repeated telegrams to the Tsung-li Yamên describing how he (the Memorialist and Chang P'ei-lun) have confronted the French with the forces under our command.

On the 18th and 19th August the British and U.S. Admirals came to Foochow and entered into negotiations with the object of inducing the French to leave the port, but nothing definite was concluded. Afterwards we received a telegram conveying His Majesty's orders, that, if the French made any movement, they were to be attacked at once without regard for anything. We then endeavoured to stimulate the courage of our naval and military officers, adopted more stringent measures of defence, and got ready for fighting.

On the 21st and 22nd of August there was a continuous storm of wind and rain. We were also in great anxiety, not hearing from the Tsung-li Yamên. The weather suddenly cleared on the 23rd; and at 1 p.m. we were informed by telegram that the negotiations with the French Foreign Office had failed and war was inevitable. We therefore sent orders to all our Captains at once. But suddenly the sound of a gun was heard; the French had begun first. Chang P'ei-lun sent flying orders to call out the troops on shore; and then we mounted an eminence together, whence we could issue directions.

When the battle had raged for an hour, the *Yang-wu* had been sunk, the *Fu-hsin* destroyed, and the *Fo-po* and *I-hsin* had retired to Ch'ang-ch'i. The French vessels then came up to the Arsenal, but were driven away by the artillery of the troops there. They came on again and were again beaten back, without, however, receiving any serious injury, as our guns were small. The two merchant-ships anchored there; the *Chen-hang* and *Yung-pao* were just preparing to get under way and ram, when they were disabled by the enemy and afterwards burnt. The *Fei-yun*, *Chi-an*, and *Chen-wei* were engaged by the enemy lower down, till they suddenly caught fire and were burnt to nothing. The two gunboats *Fu-sheng* and *Chien-sheng* steamed up and down, fighting boldly for more than two hours, till one was sunk and the other burnt. The flotilla of war junks, fire-ships, and rafts was utterly destroyed in an instant by a storm of shot from the French Krupp guns. It was now nearly five o'clock. The troops stationed at Ma-wei, with the men from the Lo-hsing Pagoda batteries, kept up their fire from the cover of the creek banks, holding out to the death. The French therefore concentrated their vessels, and the fighting went on till nearly 7 p.m., when both parties withdrew. In the course of the battle we lost altogether nine steamers two of which were merchant ships. On the French side one large and one small ship were disabled and sunk. They certainly had some killed. But the loss among our sailors was much greater, and some of our soldiers were killed also. The exact number cannot be ascertained immediately.

Early on the 24th four French ships again came and bombarded the Arsenal. Fang Hsün's troops were moved from Mawei to the side of a hill to the left of the Arsenal, and Huang Ch'ao-chün's two battalions were posted at the foot of a hill behind the Arsenal, supported by the second 'Fu-ching' battalion. The French half destroyed the Arsenal with the fire of their heavy guns; while our men, who opposed them to their very utmost, replied with Krupp field guns and gingalls. The fight lasted till morning. Courbet is said to have been wounded by a cannon ball. At any rate he was deterred from landing by our vigorous defence, and withdrew his ships, which he anchored under the Lo-hsing Pagoda.

On the 25th eight large and six small French vessels went down river, undoubtedly with the object of attacking the forts. But what was the result is not yet known. A report will be sent in as soon as the truth is ascertained.

It will be seen that the whole of the French fleet was collected in the Min, but still we managed to confront them for more than a month, in spite of the smallness of our vessels and the inferiority of officers. Our men were on guard day and night, till, they were quite exhausted. In fear that our manifest weakness might act as an inducement to the enemy to attack us, we frequently sent requests for reinforcements. At length the French gave the rein to their natural ferocity and falseness, and attacked us without warning, resembling pirates in their utter disregard for decent conduct. My heart bled when I saw our vessels destroyed without assistance from any one, and our men, who had battled so long, escaping to shore with scorched bodies and broken limbs. I am taking steps to tend and relieve the survivors. I regret that I, a feeble scholar, could not go against the enemy and defeat them in person, or board their ships and sacrifice my life together with theirs. Moreover, the Arsenal being my special charge, and I having failed to find means to defend it effectively, it is my duty to ask that punishment may be meted to me by the Board.

A list of killed and wounded will be forwarded as soon as possible, with an application for rewards for the deserving.

As the Arsenal lies at the mercy of the French, it will be necessary to wait for their withdrawal before making fresh arrangements.—*N. C. Daily News* translation.

* Three masts and two funnels.

MISSIONARY TROUBLES IN THE NORTH.

Troubles in connection with the Franco-Chinese difficulty are spreading in the interior. At Hanchong, Dr. Wilson's house, where a hospital has just been commenced, is threatened, and unless it is given up there will probably be a bother or a riot.

No more missionaries are allowed to go there, and two who were on their way to Hanchong with Mr. Thorne, of the American Bible Society, have been compelled to turn back. They had just hired boats, were comfortably ensconced in them and on the point of starting, when a special messenger arrived with letters advising them by no means to go on further. They must forego half the boat money paid down and give up the contemplated journey.

At Panchong a drunken Chinaman tried to molest two missionaries, and when taken to the Yamên was released at once, the authorities being in no way desirous of punishing the offender. The Mandarins refuse to issue proclamations advising the people to keep quiet and not molest foreigners on the plea that the natives cannot distinguish between the several nationalities. The authorities offer no protection and compel the missionaries to leave their work and station.

We must expect to hear of such troubles so long as the present state of things continues. It is only hoped that the French will adopt vigorous measures and bring the Chinese to terms speedily, or no one can tell what may be the ultimate issue of it all.—*Mercury.*

AFFAIRS IN TONQUIN.

The *Shen-pao's* Haiphong correspondent, writing under date of the 2nd last, says:—Three transports have arrived at Tonquin with reinforcements from France, also that three chartered steamers have gone up the Red River with war material. French wounded and sick have been despatched homewards in two steamers. A French priest has arrived from Liangshan, stating that a Chinese army of one hundred and fifty thousand men had arrived at that place. The French authorities thereupon immediately despatched troops to Phu-lan-tung, and on their march to that place shot every brigand and pirate that fell in their way. A large transport arrived lately, but being too large to enter Haiphung, anchored outside the harbour. The troops and munitions of war brought by her were, however, landed at once. The weather now is cool and there is no sickness in Haiphong. There are now about 14,000 French troops in Tonquin. Generals Briere de l'Isle and Négrier had a consultation of war the other day, when it was decided to commence operations against Liangshan as soon as the floods had subsided. The Chinese troops at Liangshan have formed into two divisions of attack which seems unaccountable to me. Moreover, I learn that 1,400 Chinese troops have gone over in steamers to Halong bay, for what purpose I do not know, unless the Chinese Generals fear an attack against Liangshan in that direction. There are others, however, who say that these troops are to be despatched back home by sea. The other day a boat capsized with thirteen French soldiers on board, and only two were saved. M. Lemaire has arrived at Hanoi, and will go at once to Hué.—*Courier.*

KOREAN GRASS CLOTH.

Mr. Consul Carles, in his report on the trade of Korea for last year, has the following note on Pueraria:—

A kind of grass cloth is made in Korea from the fibres of a species of Pueraria, which is very abundant on the hills and mountains in Korea.

The Pueraria is first peeled and then steeped for a long time in cold water in order to separate the fibres. As the manufacture of the cloth appears to be confined to Chöllado, the S.W. province of Korea, I have not been able to learn the process which is followed; there appear, however, to be certain ingredients mixed with the water in which the creeper is steeped, which are peculiar to Chöllado, and it is said that it is due to this fact, and to the difficulty of working up the raw material, that the stuff when manufactured is dearer than cotton goods of the same quality, though no labour is required in the cultivation of the Pueraria.

Before being worn, the material is washed and starched. Specimens are enclosed of the cloth in the prepared and unprepared states, and of the finer and coarser qualities, together with a specimen of the Pueraria, which is said to be identical with that found in Chöllado.

THE RIGHT OF SEARCH.

The inconvenience, to use a very mild expression, that may result from the present irregular proceedings of the French in China is illustrated by the last news from Tamsui, to the effect that Admiral Lespès' men-of-war have searched two British vessels for contraband of war. That a right of search exists in certain cases is, of course, beyond question, but it is essentially a war right, and until a neutral has been officially informed that a state of war exists, it is more than problematical whether rights arising entirely out of such a state can be exercised against him. We do not refer here to the general question whether the initial steps of hostilities should necessarily be preceded by a declaration of war. Unfortunately the practice of European nations during the 18th century did not conform to any fixed principle in this respect. But, as Woolsey says, "neutrals have a right to know that a state of war exists, and that early enough to adjust their commercial transactions to the altered state of things; otherwise a great wrong may be done them. Such notice," continues the same writer, "is given in manifestoes;" and Vattel remarks of those

place there will be communication with Tientsin *viâ* Peking, which may be considered an important item for the future welfare of Newchwang.—*Courier* Correspondent.

6th October.

A few days ago telegraph poles were planted in the main road leading to Kaichow, a town on the way to Port Arthur. Now we learn that the work has progressed for several miles. At present one single wire is attached to the poles, and gives an air of civilization to the country which it never had before. It will be of some advantage to have telegraphic communication between this and Port Arthur, whence shipping bound this way can be easily seen. Last Sunday fortnight a steamer at anchor near the Lightship was mistaken for a French man-of-war, and caused the greatest commotion amongst the soldiers at the West Fort, where very heavy guns have been placed to defend the entrance to the port. We heard that the Commander-in-Chief, rather than risk the voyage on board a native gunboat, preferred to go to Lu-sun Kou (Port Arthur) in a chair—which would take him about four days instead of half a day by sea. If the French decide on visiting this part of the world, and come to close quarters with the Chinese, the latter would not of course stand the slightest chance—nor for that matter would any of the foreigners located here. In their flight the soldiers would loot every house they passed, and although a short stand might be made by those who have prepared themselves for such emergency the result would be the murdering of every individual—man, woman, or child. Some fear of the kind reached Tientsin and induced the authorities to despatch H.M.S. *Espoir*; we believe, however, our worthy Consul did not consider it necessary to have any protection for the community. He is a bold man to take such responsibility unnecessarily on his own shoulders. We hope most sincerely there will be no trouble, but it is true nevertheless that there is the greatest danger; and if it be thought proper to have several gunboats for the protection of Tientsin, surely this utterly defenceless community should not be neglected.

The weather has changed much since we have had a blow or two from the north, and the thermometer has gone down to within a dozen degrees of frost. Already the Recreation Club Committee are looking about them for something to keep us amused during the long wintry months.—*N. C. Daily News* Correspondent.

PEKING.

6th October.

I hear that on Saturday, the 4th inst. the French Minister, now in Shanghai, briefly rejected Mr. Russell Young's demand for a truce or armistice for six months, and that on the same day the French Government rejected Mr. Young's request to be appointed mediator between France and China. As Mr. Young's benevolent solicitations were made at his own suggestions, from the most high minded ideas of humanity, the two rejections of his endeavours are painful subjects for reflection. It is said the French Government has but a lukewarm notion of the excellences of the U.S. Legation to Peking on account of the undiplomatic eccentricities of the Rev. Mr. Holcomb. It is, however, somewhat unfair to make Mr. Young subject to disagreeable treatment because an ex-missionary did not know how to conduct himself by conventional rules. It is to be hoped, as Mr. Young's action is purely benevolent, and guided by perfectly disinterested motives, that he will not be discouraged by his successive failures, but like the importunate widow ask France again and again, till M. Jules Ferry's heart softens and is freed from all unjust suspicions.—*N. C. Daily News* Correspondent.

PORT ARTHUR.

Six thousand five hundred men now occupy the defences of Port Arthur. The *Yang-wei*, *Chao-yung* (Armstrong steel cruisers), *Chên-tung* and *Chen-chung* (Armstrong "Mosquito" boats) guard the entrance of the port. To the South of the entrance is a fort, which was built under the superintendency of Captain von Hanecken and contains six very large Krupp guns. Inside the port are the corvettes *Kang-chi* and *Wei-yuen*, whose armaments have been transferred to the batteries at Lao Hu Wei and Hei Shu Tse T'an, owing to the uselessness of the guns originally placed there. In addition to the naval guns there are also several batteries of smaller guns of light calibre, which would be useful for repelling the landing of the enemy's troops. On the right hand side of the entrance of the port, as you go in, is Chi Kuan hill, on which there is a fort mounted with two large guns and four small ones, all of which were taken out of the Viceroy Li Chung-tang's despatch boat the *Chin-hai*. Passing this fort, about a mile and a quarter from the entrance is Tiao Yu-T'ai, where there is another fort being built and fast approaching completion. This fort is also being built under the superintendence of Captain von Hanecken.

In addition to the defences above enumerated there are ground mines placed near the foot of the forts and also in the rear, if, as may happen in an attack, the troops and garrisons have to retreat further inland. The six large Krupps at the entrance of the fort are 18-ton guns and besides these there are a number of smaller calibre in the redoubts flanking the fort. There are also three large powerful torpedo boats, far superior to any the French have in their fleet out here at present. The boats are commanded by returned students from America, of whom there are now thirteen at present in Port Arthur, or rather Port Li as it is now named. From these accounts, the French will need all the reinforcements to their fleet now hastening eastwards from Europe, and to our minds, more too, if they wish to make anything like a successful operation in the north. There are three Germans commanding the forts and troops in Port Li, and two English hydraulic engineers on board the cruisers *Yang Wei* and *Chao Yung*.—*Courier.*

VLADIVOSTOCK.

2nd October.

A godown belonging to Messrs. Knust & Albers was burned down three weeks ago. Goods to the value of 50,000 roubles were destroyed, and the rest of the goods that were more or less damaged by fire or water were sold by auction and realized 21,000 roubles. The total value of the goods stored in this godown amounted to 75,000 roubles; and were insured in four different companies for 125,000 roubles. How the fire originated has not been stated, but as there was no fire or light used in or near the building, it seems not at all unlikely that incendiaries have been at work. The fire was first observed shortly before six a.m., and before noon the whole place was cleared of everything, and the saved goods stored away under open air. Good order was maintained; the soldiers and sailors worked, as usual on these occasions, gallantly, and owing to this the neighbouring houses were saved. H.E. the Governor was present very soon after the fire commenced.

The Russian frigate *Minin* arrived here on Monday the 29th, and visits with the community on shore were freely exchanged by the officers. It was not therefore a very pleasant surprise when the yellow flag was hoisted on board the frigate yesterday, and we learned that she had brought cholera with her from Nagasaki, having had cases already at that port. We think it highly inexcusable that the vessel should be brought into this port without the least reserve, and it was only after two of her sailors dying in the hospital that quarantine measures were taken here. The coast abounds with delightful harbours where there are not to be found any settlers for miles, and we should have thought it a deal more reasonable if the *Minin* had been anchored up in such a place for some weeks, until the state of the crew's health could be declared safe.

The *Razboynik* has captured three schooners in all, two American and one English, being engaged in unlawful hunting and barter in the Obolak. The schooners have all been confiscated with their full cargo, but the captains and crews have been released, and are going down in the *Tsuruga Maru*.

I re-open my letter to inform you that the *Minin* has received orders to leave the harbour for one of the neighbouring islands.—*N. C. Daily News* Correspondent.

Fire broke out about a quarter past four a.m. on the 9th October, in a seed oil pressing works, at Tobemachi. There was little, or no wind, so that the flames did not extend beyond the buildings in which it originated. The oil works were completely destroyed and one or two small dwellings in its immediate vicinity were also gutted by the fire. The Relief-Fire Engine was sent to the spot, but owing to the defective means of crossing a small stream near the building, could not be got close to the fire.—*Japan Mail.*

COMMERCIAL INTELLIGENCE.

MONDAY, 20th October.

OPIUM.

Quotations are:—

Malwa (New)	$530 per picul, allce. of 2⅓ catties
Malwa (Old)	555 to $560 per picul, allce. of 2⅓ catties
Patna (New)	$557½ to $560 per chest
Patna (Old)	550 to 552½ "
Benares (New)	536½ to 537½ "

EXCHANGE.

ON LONDON.—	
Bank Bills, on demand	3/8
Bank Bills, at 30 days' sight	3/8½
Bank Bills, at 4 months' sight	3/8½
Credits, at 4 months' sight	3/8½
Documentary Bills, at 4 months' sight	3/8½
ON PARIS.—	
Bank Bills, on demand	4.64
Credits, at 4 months' sight	4.69
ON BOMBAY.—Bank, 3 days' sight	226½
ON CALCUTTA.—Bank, 3 days' sight	226½
ON SHANGHAI.—	
Bank, sight	73½
Private, 30 days' sight	74½

SHARES.

Hongkong and Shanghai Bank Shares—107 per cent. premium.

Union Insurance Society of Canton, Limited—$500 per share.

China Traders' Insurance Company's Shares—$62 per share, Buyers.

North China Insurance—Tls. 1,400 per share.

Yangtsze Insurance Association—Tls. 141 per share.

Chinese Insurance Company, Limited—$180 per share, ex div.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$80 per share.

Hongkong Fire Insurance Company's Shares—$330 per share, Buyers.

China Fire Insurance Company's Shares—$61 per share, Buyers.

Hongkong and Whampoa Dock Company's Shares—43 per cent prem., Sellers.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$32 per share premium.

Indo-China Steam Navigation Co.'s Shares—25 per cent. discount.

China and Manila Steamship Company, Limited—25 per cent. discount.

Douglas Steamship Company, Limited—Par, nominal.

Hongkong Gas Company's Shares—$34 per share.

Hongkong Hotel Company's Shares—$145 per share.

China Sugar Refining Company, Limited—100 per share, Buyers.

China Sugar Refining Company (Debentures)—nominal.

Luzon Sugar Refining Company, Limited—$70 per share.

Hongkong Ice Company's Shares—$140 per share.

Hongkong and China Bakery Company, Limited—$100 per share.

Perak Tin Mining and Smelting Company—$42 per share.

Selangor Tin Mining Company—$35 per share.

Perak Sugar Cultivation Company—Tls. 35 per share.

Hongkong Rope Manufacturing Company, Limited—$60 per share.

Chinese Imperial Loan of 1881—3 per cent. dis.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 22nd.

Thermometer—7 a.m.	78
Thermometer—9 a.m.	80
Thermometer—3 p.m.	79
Thermometer—9 p.m.	77
Thermometer—9 a.m. (Wet bulb)	69
Thermometer—3 p.m. (Wet bulb)	68
Thermometer—9 p.m. (Wet bulb)	60
Thermometer—Mean temperature	73

HONGKONG TIDE-TABLE.

21ST TO 27TH OCTOBER, 1884.

Day of Week	Date	HIGH WATER. Hongkong Mean Time.	Height.	LOW WATER. Hongkong Mean Time.	Height.
		h m	ft. in.	h m	ft. in.
Tu.	21	10 57	5 4	4 19	−0 8
		10 11 a	5 11	3 41 a	1 2
W.	22	11 18	5 3	5 0	−0 3
		10 26 a	5 [illegible]	4 8 a	1 5
Th.	23	0 9 a	5 11	5 41	−0 9
		11 22 a	5 4	4 51 a	1 8
F.	24	0 55 a	5 7	6 37	0 0
		11 20 a	5 9	5 0 a	1 11
Sat.	25	1 21 a	5 9	7 18	0 3
		11 14 a	5 11	5 47 a	1 8
S.	26	1 27 a	5 6	8 8	0 5
				6 7 a	1 6
M.	27	0 35	4 8	9 7	0 8
		1 15 a	5 3	7 42 a	1 3

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria—Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (−) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

18th October, 1884, at 4 P.M.

STATION.	Barometer reduced to 32 deg. Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.95	88.0	69	W	1	sf	0.20
Haiphong	—	—	—	—	—	—	—
Hongkong	30.06	80.5	65	NNE	2	f	—
Amoy	30.10	85.0	61	NE	1	b	—
Shanghai	30.31	64.0	84	NNE	5	c	—
Nagasaki	30.23	69.9	69	NNW	3	c	—
Wladivostock	30.26	35.0	—	N	2	b	—

19th October, 1884, at 10 A.M.

STATION.	Barometer reduced to 32 deg. Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.08	83.3	71	WNW	1	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	30.15	79.0	75	NNE	1	c	—
Amoy	30.11	77.0	65	NE	3	b	—
Shanghai	30.28	64.5	78	NE	4	c	—
Nagasaki	30.27	69.3	69	N	3	b	—
Wladivostock	30.36	30.2	—	N	3	b	—

19th October, 1884, at 6 P.M.

STATION.	Barometer reduced to 32 deg. Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.95	86.9	47	E	2	c	—
Haiphong	—	—	—	—	—	—	—
Hongkong	30.10	79.1	61	NNE	1	c	—
Amoy	30.06	81.0	56	NE	3	b	—
Shanghai	30.20	64.5	78	NE	4	od	—
Nagasaki	30.01	—	—	NE	3	—	—
Wladivostock	30.34	42.8	—	NNW	2	c	—

20th October, 1884, at 10 A.M.

STATION.	Barometer reduced to 32 deg. Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.87	81.6	78	W	1	c	—
Haiphong	—	—	—	—	—	—	—
Hongkong	30.10	77.0	67	—	0	b	—
Amoy	30.03	76.0	77	NE	1	b	—
Shanghai	30.20	59.0	93	SW	1	or	—
Nagasaki	30.01	—	—	NE	3	—	1.75
Wladivostock	30.34	42.8	—	NNW	2	c	—

☞ The Barometer has fallen. Temperature and Humidity are fallen. Gradients indicate moderate winds.

W. DOBERCK.

Hongkong Observatory, 20th October, 1884.

METEOROLOGICAL REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.10	30.09	30.02
Temperature	79.2	76.0	79.1
Humidity	61	57	54
Direction of wind	N.N.E.	—	N.
Force of wind	1	0	1
Weather	c.	b.	b.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.
3. HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B, blue sky; C, detached clouds; D, drizzling rain; F, fog; G, gloomy; H, hail; L, lightning; O, overcast; P, passing showers; Q, squally; R, rain; S, snow; T, thunder; V, visibility; W, dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 20th October, 1884.

NEWS FOR THE FRENCH MAIL.

TELEGRAMS.

LONDON, 4th October.

The telegraphic report in *The Times* that General Lord Wolseley has been recalled is denied on authority.

LONDON, 5th October.

General Gordon bombarded Berber previous to occupying that town.

The Austrian, French, and Italian members of the Caisse have instituted legal proceedings against the Egyptian Government for the suspension of the sinking fund.

LONDON, 6th October.

The Royal Palace at Copenhagen and the Houses of Parliament have been burned.

LONDON, 7th October.

Colonel Stewart and his party, while journeying from Khartoum to Dongola, were foully murdered by their Bedouin escort.

LONDON, 8th October.

A proposal of Lord Northbrook that the Egyptian Army should be completely abolished and police substituted was opposed by the Egyptian Government.

The Sheiks between Shandy and Khartoum have tendered their submission to General Gordon.

LONDON, 9th October.

Count Herbert von Bismarck has arrived in Paris, and had an interview with M. Ferry, the Prime Minister.

LONDON, 8th October.

At a Cabinet Council held yesterday it was resolved to put a stop to the encroachments of the Boers forthwith.

LONDON, 14th October.

An explosion of dynamite has taken place in the Houses of Parliament, Quebec, causing serious damage.

A Conservative meeting held at Birmingham was invaded and dispersed by a mob of Radicals. Many persons have been injured, and Sir Stafford Northcote and Lord Randolph Churchill narrowly escaped violence.

LONDON, 15th October.

The French Chambers were re-opened yesterday.

In the Chamber of Deputies a Bill was introduced asking for a vote of credit of 10,800,000 francs for Tonquin.

LONDON, 16th October.

The Ohio state elections have been carried by the Republicans by a large majority.

The Egyptian Government have ordered the resumption by the "Caisse" of payments to meet the charges on the public debt.

The French and German Governments have resolved to propose that the international trade on the rivers Niger and Congo shall be regulated in a manner similar to that of the Danube in connection with Germany. A conference of the Powers interested is also proposed, to which England has agreed.

LONDON, 17th October.

Germany has annexed Porto Seguro on the Slave Coast.

HONGKONG.

The past week has been quiet and uneventful locally. A fire broke out on Saturday night, the 18th instant, in a Chinese shop at the junction of Queen's Road and Bonham Strand and spread to the next house, destroying the first and partly burning the second before it was got under. On the 17th and 18th instant a Cricket match, Longs *v.* Shorts, was played on the Cricket Ground, and ended in a very even draw. On the morning of the 18th the Swedish frigate *Vanadis*, with Prince Oscar, second son of the King of Sweden, arrived in port from Japan; and the same morning the Italian corvette *Vettor Pisani* arrived from Amoy. Another meeting of the Hongkong St. Andrew's Society was held on the 17th, and it was agreed not to celebrate the anniversary by either ball or banquet, as an equal number of members were in favour of each mode of honouring the patron saint of Caledonia.

The ironclad frigate *Audacious*, Captain Pearson, with Admiral Sir W. M. Dowell on board, left here for Amoy on the 15th instant.

The Italian corvette *Vettor Pisani*, Captain Giuseppe Palumbo, arrived here on Saturday morning, the 18th instant, from Amoy, and exchanged salutes with the port and the Swedish frigate *Vanadis*.

The steamer *Carisbrooke*, which has been reconstructed by the Hongkong and Whampoa Dock Company, came out of dock on Saturday afternoon and, we believe, has gone on the berth for Australia, having been chartered by Messrs. Gibb, Livingston & Co.

The French corvette *Villars*, Commander Viviollo, arrived here on the 16th instant from Haiphong, and left on the 18th for Formosa. The French river gunboat *Jaguar*, Lieut.-Commander Foriel, arrived here on the 17th instant from Haiphong, and is, we understand, about to proceed to Formosa, where she will be used on the river at Tamsui.

The proclamation of the Shanghai mandarins with regard to prohibiting the export of sheep to this otherwise almost mutton-less place does not seem to be very effective. It was feared there would be a mutton famine in the colony in consequence, but after all it makes but little difference, for only a few days since 200 sheep found their way here, so we shall not be short of chops for a little while to come.

The Messageries Maritimes are still unable to procure cargo boats. In consequence of this they had to issue an express on the 18th instant stating that the *Peiho's* Hongkong cargo was being transhipped to the *Tanais*, whence consignees would have to take delivery; also that the cargo for Hiogo and Shanghai would be sent on by the *Peiho*, which left on the 19th instant for Yokohama, whence it will be forwarded to its destination by first opportunity.

The British composite sloop *Wanderer*, 3, Commander Orford Churchill, arrived here on the 18th inst. from England to join the Squadron in these waters. The following are the officers on board:—Lieut.-Commander Falk, C. Dudgeon; Lieut. Fredk. Lancelot; Lieut. Fredk. H. Eagles; Sub-Lieut. Frss. G. Eyre; Paymaster, R. O. Bray; Chief Engineer, James Leighton; Surgeon, Donald T. Hoskyn; Gunner, W. H. Parkin.

The *Japan Mail* says that, in view of the recent riot, "His Excellency Sir George Bowen proposes to return to Hongkong on the 18th instant, foregoing his contemplated trip to Kiyoto, and in spite of the fact that his health is very far from being restored." We believe His Excellency was prepared to return at the time stated if required, but he is not now expected back until about the 8th November, as he has been informed all is quiet.

The question of the chairman's casting vote in addition to an ordinary vote in the St. Andrew's Society's annual meeting has at length been set at rest, and the members have resolved that for the future the chairman shall have that right. A second meeting was held on the 17th instant, the members not being content to accept the previous decision for the banquet carried by the chairman's casting vote. There was a considerably increased attendance, and again the question of ball *v.* banquet was brought out, strange to say, with the result that there was again an equal division, there being 25 votes on either side. On this occasion the chairman declined to use his casting vote, having already recorded his ordinary vote, and after a meeting of about an hour's duration it was agreed that there should be no celebration of the Scottish patron saint's day this year.

The Swedish frigate *Vanadis*, which arrived here on Saturday morning, the 18th instant, has on board as an officer His Royal Highness Prince Oscar, Duke of Gotland, second son of the King of Sweden. She is making an extended cruise, having left Oerlskrona, Sweden, on the 3rd December last. She has now come down from Japan and Shanghai, and will proceed homewards from here, *viâ* Suez Canal. The *Vanadis* is constructed of wood, her tonnage being 2,130, with engines of 1,400 horse-power, which can propel her at the rate of 12 knots per hour. Her armament consists of two anti-torpedo guns, six 17 centimetre guns, and eight 6½-inch Swedish guns, whilst her crew numbers 323 all told. Her officers are as follow:—Commodore, O. Lagerberg; Commander, H. Klineberg; Navigating-Commander, R. Nissen; Lieutenants, H. R. H. Prince Oscar, Duke of Gottland; N. Sundstrom; Aide-de-Camp to H. R. H.; F. Carlsson, W. Dyrssen, G. Sagerstrale, C. E. Ulff, U. Broman, S. Natt och Dag, F. Peyren, H. Von Krusenstierna, H. Lindman, G. af Ugglas; 1st Doctor, C. Rudberg; 2nd Doctor, O. Holmer; Paymaster, Lagerhelm; Instructor, H. Ehrenberg; Chaplain, Rev. T. Kiellman-Goransson; Meteorologist, Dr. G. Fineman; Ethnographist, Dr. H. Stolzise.

We have lately heard that the reason the French had so little difficulty with the torpedoes the Chinese laid down in the River Min was that the operators forgot to put in the fuses. The French took up several, and finding that in every case this very necessary part of the work had been forgotten, they went on without any fear of these powerful engines of destruction. The Chinese ashore, seeing the vessels pass over the torpedoes, thought they had the French ships in their power, and pressed down the levers of their electric batteries in order to explode the torpedoes, but, to their great chagrin, they found there was no explosion, and the French men-of-war passed over unharmed. They came to the conclusion that they had been cheated by the foreigners who supplied the torpedoes, and that there were not the necessary ingredients inside. However, after their forts had been smashed up, and they were at liberty to take up the torpedoes and examine them, they came to another conclusion, for they found in every case that the safety plug was left in, and no fuse attached. The torpedoes were laid down by foreign educated Chinese, and but for this stupid omission, might have done some damage.

CHINA.

CANTON.

We learn from Canton that Admiral Ng Chuen Mo, of Hainan, died on the 3rd instant, in his office at Kiungchow. He was a native of Kwangtung, and was a very old naval officer.

We hear, on official authority, that the Kwangtung Authorities having petitioned the Peking Government for permission to license the Weising lottery, such sanction has been obtained, and a monopoly been granted to certain persons for six years for six million dollars.

A destructive fire broke out in the Western Suburb, Canton, on the 18th instant, which spread rapidly, and burned down 55 houses and shops before the flames could be arrested. In the property burnt eighteen large rice shops were included. The loss is estimated at $200,000. Fortunately no lives were lost.

Another device for raising revenue in Canton has been found. All the prepared opium shops now have to be licensed before they can retail the drug.

The *Catholic Register*, under the heading "Persecution of the Christians in the Kwangtung Province," says:—We thought we had finished this sad subject, but we find we are compelled to refer to it again. Some native Christians and two priests have arrived here since our last issue from the northern districts of the Kwangtung province, bordering the Kwangsi, and who were compelled to leave their native places on account of the persecution going on there. From the eastern part of the Kwangtung province news reached here that the fatal proclamation of the 30th August last which was posted in Tie-chu had the effect of a spark of fire. The populace took it for an edict against the Christians and began destroying chapels and Christian dwellings from east to west till Hoi-fong was reached, where pillage and looting were the order of the day and continued its course through all Con-bin, sparing not a single Christian, neither his family nor his property. The Christians were reduced to the utmost misery, and it is expected the same will happen to the rest of the Hoi-fong district.

SHANGHAI.

The dredger has been moored at the entrance of the Soochow Creek since the 9th instant, and all the work it has done so far has been to raise four boat-loads of mud and water. It has been suggested that the machinery has broken down.

A foreigner has lately returned to Shanghai from Ching-tu, the capital of Szechuen. He states that the natives were very civil and obliging, and although he was dressed in foreign style, he met with no obstruction anywhere.

The *N. C. Daily News* learns that the American steamer *Ping-on* has been sold, and will in future fly the English flag. The parties who have purchased her intend running her between Shanghai and Foochow. They are also negotiating for the purchase of two other steamers.

We are happy to state (says the *N. C. Daily News*) that a telegram, dated October 10th, has been received from Pang Chia Chuang, an American Mission Station in the north-western part of Shan-tung, saying that Mr. Bagnall arrived there yesterday, and that it is "quiet everywhere" in that region. The report, therefore, of the murder of a foreigner does not refer to Mr. Bagnall—if to anybody.

The *Shên Pao* publishes a telegram from Peking to the effect that the Tsung-li Yamên has presented a Memorial to the Throne announcing the loss of Tamsui. The Empress on hearing the news was transported with anger, and has issued a Decree calling upon Li Hung-chang, Tsêng Kuo-ch'uan, Tso Tsung-t'ang, Yang Chang-chün, P'êng Yü-lin, and Chang Chih-tung to combine in concerting measures to wrest the place from the French. The new (adds the *Daily News* when translating it) reads like a rumour.

The *Yangtsze*, on her arrival at Shanghai, reported having sighted two French men-of-war off Matsou on the night of the 11th instant. One of these vessels had a powerful electric light, which she directed at the *Yangtsze* for over an hour, making it as light as day on board. The search light was so powerful that the officers were able to see the time by their watches, although the night was pitch dark. The light was very inconvenient to those on the bridge, as it was a blinding light, so that objects outside its range could not be seen, making the navigation of the vessel dangerous.

On the 8th Oct. a Ningpo junk laden with seaweed and other commodities was overtaken at Wang Chia Wan, distant from Woosung about 25 miles, by a piratical craft and boarded by the pirates. Over $200 and a large quantity of clothing belonging to passengers and the crew were taken. The crew attempted to resist, but were quickly overpowered by the pirates. Everything of value being carried on board the piratical craft, it then sailed away, leaving the junk to find its way to Shanghai, which it reached on the 10th September.—*Courier.*

HANKOW.

30th September.

The only occurrence of note is the burning of the Huang Ho Low, the large Wooden Pagoda that stood on the hill near the bank of the river inside the city of Wuchang. The fire originated in some small houses to the north of the Pagoda, and, the wind blowing strong from that direction at the time, sparks were carried in to the upper part of the building, which being entirely of wood and thoroughly dry, was soon in flames, which no efforts could subdue. The burning of this pagoda, it will be remembered, was to have been the signal for the general rising and massacre of all the officials in this province in the spring of 1883. The burning seems to have been purely accidental. There are several legends connected with this pagoda, but as they are not likely to interest any one I will not repeat them.

We have the *Yu-ling* back again, to run to Ichang from Shanghai, after a long passage, we hear, consigned to Messrs. Russell & Co. Some say she is chartered by them with a view to purchase. For the sake of the business reputation of Messrs. Russell & Co. it is to be hoped they will do no such thing, for a more useless trap for the trade I think cannot be found in all China, as she is small, too slow, and draws too much water. Her passenger accommodation is restricted and uncomfortable, and her cargo space is even worse. She will have to carry every package of her cargo in her hold, and when it comes to lifting in and out of a vessel's hold packages of cargo weighing from three to four hundred catties, as a great deal of the merchandise that comes from Szechuen does, it will be found very inconvenient, to say the least of it, especially as she has no masts on which to rig purchases. She is so narrow that but comparatively little cargo will make her draw as much water as the *Kiangtung*. The only use she will be of, is to run during the winter months, and carry a few passengers when there is but little cargo being shipped. What is wanted to develope the trade of the upper Yangtsze is two steamers that will carry not less than five hundred tons, on a maximum draft of five feet, to make the round trip in a week. The rate of Chinese passage should be as low as possible, to compete with the native sailing craft. There is a large passenger traffic between Hankow and Sasze, through a string of lakes and canals that connects the two places, the distance being about one-third less than by the main river, and much safer for small craft. To secure this passenger trade the steamers will have to adopt low rates. The trade of the upper Yangtsze would have developed much more rapidly than it has done, had Sasze been declared an open port by the Chefoo Convention, as well as Ichang, as it is not only the headquarters of the bulk of the Szechuen trade, but has a large trade with Hunan, as well as considerable local trade. And it is a trading mart in the central and western portion of China, second only to Hankow; it is situated on the great land route from Peking to Yunnan.

Much of the goods that go from this port to Szechuen is sent through the lakes and canals in small boats, and transhipped at Sasze into the large junks which navigate the upper portion of the river as far as Chung-king. Had Sasze been made an open port the greater portion of this trade would doubtless have gone there in steamers. By the Chefoo Convention goods may be landed there, but are required to pay, besides the regular customs dues, the total amount of Likin that should be paid by native boats carrying the goods *en route*, which effectually debars anyone from availing himself of the privilege.

One of the peculiarities of the trade in opium on the upper river is, that the opium comes from Szechuen to Sasze, then goes back to Ichang, to be shipped to Hankow by steamer.

With regular steamer communication and good management, there is a hopeful future for Ichang, but it will take some time, as there is but little local trade of any kind, except retail, for the immediately surrounding districts. There are but few large business houses, and banking facilities are almost entirely wanting. With the well known energy and able business management of Russell & Co., backed by ample means, the trade will no doubt develope rapidly. But they will have to get something of a different order to the barge *Yu-ling* to carry it out.—*Daily News* Correspondent.

TIENTSIN.

A Tientsin correspondent informs the *Daily News* that he saw the Shêu Chi troops enter Tientsin. There were 5,000 or 6,000 men, armed with the Mauser rifle, well clothed, well drilled, and very orderly. Few of the men were under 30 years of age, and all were strong, tall, well set-up and well fed. If they had good officers they would be sturdy and trustworthy troops. As it is, behind earthworks they ought to be able to resist a French attack.

The *Daily News* says:—"At Port Li, there are three Germans in command: Schnell, of the infantry, Hanneken Senior, who is in charge of the forts and redoubts, and Hanneken Junior, who has charge of the port entrance batteries. For the guns of the cruisers and gun-vessels there are two or three Englishmen for overlooking. The Chinese seem to be in good heart, and, having foreigners over them, are likely to show fight."

JAPAN.

YOKOHAMA.

The German schooner *Mercur*, which capsized in the gale of 15th September, has at last been raised, after many attempts, by Mr. Jan de Boer.

Yokohama papers say that the Chinese serving on French ships now in that port are deserting day by day. The *Menzaleh* had engaged twenty-one Japanese sailors and the *Volga* was to take on a lot of Japanese in a few days.

Three otter schooners from Yokohama have been captured by the Russians. They are the American schooner *Eliza* and the British schooner *Helena*, belonging to Yokohama, and the American schooner *Sophie Johnson*, hailing from San Francisco.

Recent official trials of the small arms of different nations, held under the auspices of the Dutch Government, awarded the second place, in point of merit, to the Murata rifle. Japan has good reason to be proud of this result. That a nation, which began to try its hand at the manufacture of rifled arms only a few years ago, should have already produced the second-best weapon in the world, is a very remarkable achievement. It is interesting to observe, also, that rifles are not the only outcome of Japanese ingenuity. We recently had an opportunity of inspecting a percussion fuze, of novel and very admirable construction, which has now been officially adopted by the military authorities of this country. It is known as the *Higo Shinkwan*, from the name of its inventor, Mr. Higo. The peculiar point in which its mechanism differs from the percussion fuzes employed in the West, is that the rotation of the shell is utilized to set the fuze in action. The lower portion of the fuze is covered by a brass cylinder attached to the body by a rivet of slight construction. This rivet being broken by the force of the discharge, the cylindrical cover falls back into the shell, leaving exposed a lateral hole, into which a brass sterling plug fits loosely. So long as the plug remains in its place, it prevents the hammer, within the fuze, from moving. But when the hole in which the plug rests is uncovered, the rotation of the shell jerks the plug out, and the hammer is thus left free to shoot forward and ignite the detonating composition at the moment of impact. Comparative trials have amply demonstrated the superiority of this fuze over any other at present in use, and its designer has been munificently rewarded by the Government. Like all really useful inventions, its simplicity is not its least commendable feature.—*Japan Mail.*

The buildings situated on lot No. 51, foreign concession, principally occupied by Chinese, were totally destroyed by fire on the evening of the 4th October. The fire appears to have commenced at about a quarter to eight in the rear of the Chinese exchange shop on Main-street, and the buildings being of a highly inflammable nature, became quickly enveloped in flames. The engines belonging to the various brigades attended with their usual promptness, and abundance of water being obtainable from the well opposite the French consulate and those in the neighbouring compounds, large quantities were soon poured on to the burning building. Owing to this and the absence of wind what might have proved a serious conflagration was confined to the one compound. The premises occupied by Messrs. Carroll & Co. were in great danger; in fact, at one time the window frames were on fire, and it appeared as if the buildings could not be saved. At this critical moment, however, Mr. Morgin and his coolies attached an iron grapnel to the burning mass next door, and after a few good pulls brought it down, thereby helping to extinguish the flames, which was soon after accomplished by the engines; all danger being over in about one hour from the outbreak. More order than usual was noticeable on the 4th, due, no doubt, to the action of the police, who succeeded in stretching ropes across the streets and thus prevented in a great measure mere spectators from impeding the operations of the members of the various brigades. Mr. Hegt, who worked one of his small hand engines from the well at the rear of No. 51, Messrs. Carroll & Co.'s premises, also rendered efficient service. No serious damage was done to this building, but the contents, which are insured in the Hongkong Fire Insurance Co., must have suffered considerably. The City of London Fire Insurance Co. has a risk of $3,000 on the premises destroyed.—*Japan Gazette.*

TIN MINING IN THE MALAY NATIVE STATES.

"Klang" writes as follows to the *Straits Times*:—I have read the letters of "Perseverance" and "A. B." on Tin-mining with much interest. There is a great deal of truth in the letter of the former, but I don't think he has had much practical experience in Tin-mining in the Malay States. Having during the last twenty years examined at least ten separate Tin districts in the Malayan Peninsula and elsewhere, and as I practically understand the Chinese mode of working and also the Dutch system, the following remarks may be of interest to some of your readers. I will deal with the undermentioned subjects in their order, viz:

1.—The Chinese System.
2.—The European Tin-mining Companies.
3.—Suggestions for the profitable working of the European Tin-concessions.
4.—The Tin deposits and prospects of the Malayan Peninsula.

There is little doubt that the Chinese have worked Tin on the Peninsula for the last two hundred years. They have, therefore, acquired a large amount of practical experience, and every part of their undertaking is carried out on a regular system. A good Chinese manager thoroughly understands his work, as he has probably passed every grade in the mine. He must also have studied the deposits in his immediate neighbourhood, as he is little assisted by any boring, and on his judgment depends the success of the mines. The first step taken is forming a working syndicate, who go and prospect. After choosing a suitable spot, their next object is to raise money to start with, as the miners have rarely much capital. They generally arrange with some Chinese storekeeper, who is also a capitalist, to advance opium, provisions, and a small amount of money, charging a heavy percentage on account of the risk. They also receive all the Tin at a certain discount on the market price. Sufficient coolies are then engaged to work the mine, each shareholder taking the lead of the different working departments; for instance, one is the cook, and he sees that no provisions are wasted; one is the leader of the coolies carrying earth-baskets; another fills the baskets at the bottom of the mine, thus getting the baskets filled well and moved at a fair pace, as it is not healthy for a coolie to lag behind, and if they have confidence in the head man he is obeyed implicitly. Their first undertaking is the water supply, which is the main spring of Chinese tin-mining; it feeds the water-wheels to work their pumps, and in suitable ground, which when heavily wooded, no machinery could do, and if obliged to be done by manual labour is the most expensive part of the mine.

ON SALE.

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For 1884.
With which is incorporated
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The APPENDIX consists of
FOUR HUNDRED PAGES
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The Contents of the Appendix are too many to enumerate in an Advertisement, but include—

TREATIES WITH CHINA—
Great Britain, Nanking, 1842—
" Tientsin, 1858—
" and all others not abrogated
France, Tientsin, 1851
" Convention, 1860
United States, Tientsin, 1858.
" Additional, 1869
" Peking, 1880
German, Tientsin, 1861
" Peking, 1880
Russia, various
Japan
Spain
Brazil
Peru
TREATIES WITH JAPAN—
Great Britain
United States
Netherlands
Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
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Regulations for the Consular Courts of United States in China
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Chinese Passenger Act
TRADE REGULATIONS
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Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
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UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [22

THE
CEYLON HAND-BOOK AND DIRECTORY.
THIS Volume, which forms a valuable Repertory of Information regarding Ceylon and a General Handbook thereto, is widely circulated not only in the Island but throughout the British Empire.
It includes a complete list of all the Coffee, Cocoanut, Cinnamon, Tea, Sugar, and Cinchona plantations in the Island, with full particulars; also Directories of all sections of the community; a valuable body of Statistics, and much useful General Information. It is indispensable to all intelligent residents, or parties interested in the Colony.
PRICE OF THE VOLUME: 8 Rupees. Carriage to China (a big book) Rs. 1½.
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NOTICE.

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CUTLER, PALMER & Co.,
WINE SHIPPERS,
call attention to some of the Specialities they now consign to China, viz.:—
Their Old **** COGNAC; quality never varies any more than does their *** COGNAC quality.
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Their Genuine PORT for Invalid's use.
Their SHERRY, which maintains a good repute.
Their CLARETS, as produced in the vineyards.
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These among other items are always to be had at the Godowns of our Friends
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SIEMSSEN & Co., Hongkong and Shanghai.
LANE, CRAWFORD & Co., Hongkong.
We maintain quality, and our prices are consistent therewith and at the same time reasonable. [2096

SUMMER TIME TABLE.

KOWLOON FERRY,
THE COMMODIOUS STEAM-LAUNCH "MORNING STAR"
Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI, at the following hours:—

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	SUNDAYS. Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	10.15 "	11.00 "	12.00 NOON.
10.45 "	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 "	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.15 "	3.00 "	3.15 "	3.30 "
3.30 "	4.00 "	3.45 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.45 "	5.00 "
5.20 "	5.35 "	5.15 "	5.30 "
5.50 "	6.00 "	5.45 "	6.00 "
6.15 "	6.30 "	6.15 "	6.30 "
6.45 "	7.00 "	6.45 "	7.00 "
7.15 "	7.30 "	7.15 "	7.30 "

The above time table will be STRICTLY and PUNCTUALLY adhered to. [1523

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [16

VESSELS ON THE BERTH.

FOR SWATOW, AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
THE Company's Steamer
"DANUBE,"
Captain J. Newton, will be despatched for the above Ports, TO-DAY, the 21st instant, at EIGHT A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agent.
Hongkong, 18th October, 1884. [1966

FOR SAIGON.

THE Steamer
"HARTER,"
Captain Grandin, will be despatched for the above Port TO-DAY, the 21st instant, at FIVE P.M.
For Freight or Passage, apply to
SOEY SHING,
Bonham Strand.
Hongkong, 20th October, 1884. [1967

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG,
VIA SUEZ CANAL
(Taking Cargo at through rates for New York.)
THE Steamship
"MERIONETHSHIRE,"
Williams, Commander, will be despatched for the above Ports TO-MORROW, the 22nd instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th October, 1884. [1651

FOR HAVRE AND HAMBURG,
VIA SUEZ CANAL.
THE Steamship
"ATALANTA,"
Captain E. G. Pfaff, will be despatched for the above Ports on or about the 22nd instant.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 16th October, 1884. [1953

FOR TIENTSIN.

THE Steamship
"CHINTUNG,"
Captain Winsor, will be despatched for the above Port on SATURDAY, the 25th instant, at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 17th October, 1884. [1958

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).
THE Company's Steamship
"MEDUSA,"
Captain G. Ragusin, will be despatched as above on or about the 28th instant, at NOON.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 15th October, 1884. [1945

FOR LONDON VIA SUEZ CANAL.

THE Steamship
"GLENGARRY,"
Captain Taylor, will be despatched as above on or about the 28th instant.
This Steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 7th October, 1884. [1873

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"STRATHLEVEN,"
Pearson, Commander, will be despatched for the above Port on or about the 28th instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th October, 1884. [1935

FOR HAVRE AND HAMBURG.

THE 3-3 L 11 German Bark
"JOHANNA,"
Bannau, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 27th September, 1884. [1816

FOR LONDON AND HAMBURG.

THE 3-3 L 11 German Ship
"MARIE,"
Warnkle, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply
CARLOWITZ & Co.
Hongkong, 27th September, 1884. [1817

FOR HAVRE AND LONDON.

THE A 1 British Bark
"DARTMOUTH,"
Flinton, Master, will load here for the above Ports and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 20th September, 1884. [1766

FOR VICTORIA, B.C.

THE 3/3 L 11 Amer. ship
"UNDAUNTED,"
Captain J. P. Hamilton, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
ROZARIO & Co.
Hongkong, 18th October, 1884. [1961

FOR HONOLULU.

THE 3/3 L 11 Amer. Barkentine
"WM. PHILLIPS,"
Captain John H. Potter, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ROZARIO & Co.
Hongkong, 18th October, 1884. [1960

FOR NEW YORK

THE 3/3 L. 11. American Ship
"EMILY REED,"
Sheldon, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 11th October, 1884. [1609

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,
PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES,
MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA.
ALSO,
LONDON AND ANTWERP, BORDEAUX, LE HAVRE AND DUNKIRK.

ON TUESDAY, the 21st day of October, 1884, at NOON, the Company's Steamship "OXUS," Commandant Rapatel, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th October, 1884.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE U. S. Mail Steamer "CITY OF TOKIO," will be despatched for San Francisco, via Yokohama, on TUESDAY, the 28th October, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 P.M. on the 27th Oct., Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 15th October, 1884.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ANCONA," Captain R. G. Murray, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call on TUESDAY, the 28th October, at FOUR P.M.
Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.
Passengers desirous of insuring their Baggage can do so on application at the Company's Office.
N.B.—This steamer takes Cargo and Passengers for Marseilles.
A. McIVER,
Superintendent.
Hongkong, 21st October, 1884.

STEAM COMMUNICATION TO WESTERN AUSTRALIA.

THE WEST AUSTRALIAN STEAMSHIP COMPANY'S Steamer
"NATAL"
J. Wood, Commander, under engagement with the Straits and Western Australian Governments, is expected to leave Singapore for Fremantle, calling at Batavia, Roebuck Bay, Cossack, Sharks Bay and Geraldton, as notified below:—
PROPOSED TIME T